MICROFILM

START OF ROLL

ROLL NO.

134

Construction Contracts

Begins # 7029

7029 continues from 133

I-80N-2(37) Mult. Co. Line-E. Cascade 1967
39 Locks Sec. of Col. R. Hwy.
#7029 (Paving)

RECEIVED
JAN 5 - 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(37)39
7029

EDWARDS
FLAPOE
CC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 3, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2( )41
East and West Cascade Locks Interchange
Interchange Illumination

Reference is made to Mr. Edwards' letter of December 8, 1967 responding to ours of November 29 commenting on your proposed lighting layout for the Cascade Locks Interchanges.

The provision of full ramp lighting is hereby approved for the reasons given in the second paragraph of Mr. Edwards' letter.

We are pleased to note that the agreement will provide for breakaway design of City installed lineal illumination on the connecting portion of US-30. This provision should also be adequate to provide the esthetic features desirable since it will presumably assure use of other than treated wooden poles.

NOTED
TOM EDWARDS

RECEIVED
JAN 4 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 7 - 1967

I-80N-2(37)39

7029

December 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract No. 7029
FAP No. I-80N-2(37)39

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering the replacement of damaged and obsolete guide posts on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

The three posts along the highway that are to be replaced were damaged prior to commencement of this project. This work is the State's responsibility.

Participation is requested for the replacement of ten obsolete guide posts, located in the interchange areas. These posts were to be salvaged and reinstalled but now will be replaced by standard I-2 type guide posts. This will be done in order to conform with current construction standards.

Federal participation in this Order for Extra Work will be limited to the furnishing and installing of the posts in the interchange areas.

This order was tentatively recommended for approval by the BPR Area Engineer on December 4, 1967. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

JK:slh

RECEIVED
NOV 29 1967

(Form FH-121 (4-67))

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(37)39
7029

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: November 29, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(--)41
East and West Cascade Locks Interchange
Interchange Illumination

We have reviewed the lighting layout for subject interchange transmitted with your November 7 letter and wish to offer the following comments:

We agree that the traffic volume shown will qualify the interchange for partial lighting under case B-4 of the AASHO lighting guide.

It is our understanding partial interchange lighting consists of luminaires located in areas of conflict, primarily the ramp terminals, and not for the full length of the ramps as shown.

In the West Cascade Locks Interchange consideration should be given to moving the luminaire shown at Station 1883 westerly toward the gore to better serve its purpose in delineating this area of possible conflict.

The furnishing by the city of lineal illumination on the connecting roads is of concern to us since it involves installation along US 30, a Federal-aid primary route. The attached Instructional Memorandum 21-14-67, dated November 14, 1967, clearly sets forth Bureau policy for such a situation.

Enclosure
IM 21-14-67

Copy - Sub George Young 12-4-67

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

November 14, 1967

INSTRUCTIONAL MEMORANDUM 21-14-67
30-01

SUBJECT: Application of Highway Safety Measures

This memorandum is issued to confirm the instructions related to the Regional Administrators and Division Engineers at the Bureau of Public Roads meeting October 14, 1967, at Salt Lake City, Utah, concerning the installation of roadside signs and light poles.

Effective immediately no rigidly fixed sign supports are to be authorized along a Federal-aid route for installation in exposed areas where it would be practical to utilize a yielding or breakaway type of design. Exception should be made for sign supports that are or can be located behind appropriate guard-rail installation.

Similarly, no rigidly fixed light poles are to be authorized for installation.

F. C. Turner
Director of Public Roads

FORM E-20 3OR 10-65

DEC 1 - 1967

OR FILING

I-80N-2(37)39
7029

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 28, 1967

To:

MEMO TO THE FILES

SUBJECT: Meeting with Contractor
Re: Rough Pavement
Multnomah Co. Line-East
Cascade Locks Section
Columbia River Highway
Contract No. 7029

A meeting was held in the Division I office in Milwaukie on November 27, 1967 to discuss the rough pavement problem on the subject contract. The following listed personnel attended:

Bob Dorman	Dorman Construction Company
Bob Bryant	Superintendent Dorman Construction Company
John Vanderwal,	Office Manager, Dorman Construction Company
Willard Scofield	Resident Engineer, OSHD
Carrol Keasey	Assistant Division Engineer, OSHD
Larry Rulien	Division Engineer, OSHD
John Walker	Assistant Construction Engineer, OSHD

Correction of the pavement roughness was discussed at some length. At the present time, burning and planing of the areas which were out of specification for smoothness has been done. Patching with a fine mix on some of these areas was tried, but due to cool weather, the material did not stick.

The contractor was advised that acceptance of the project could not be made until the rough areas were properly patched and the overall appearance of the roadway was considered satisfactory. Satisfactory appearance could involve the placement of a seal coat on the pavement if the patching did not blend into the existing surface.

All present agreed that corrective measures could not be taken until next spring when weather would permit. Due to the fact that corrective action could not be taken until spring, the contractor raised the question as to what could or would be considered on time charges and on monetary retainage. He was told this would be taken up and he would be advised.

JHW:fw
cc: F. B. Klaboe
L. H. Young
L. W. Rulien
Willard Scofield

John H. Walker
Assistant Construction Engineer

F. B. KLABOE
NOTED

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNCLASSIFIED
NOV 16 1967
FOR FILING
I-80N-2(37)39
7029

November 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-2(37)39
Multnomah County Line-East
Cascade Locks Section
and
Oregon Project I-80N-2(35)43
Cascade Locks-Mitchell Point
Section
Your File: 08-35-DA

Dear Sir:

In response to your letter of November 7, we are advising the City of Cascade Locks that the additional signing which they have requested will not be forthcoming.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

TE:ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooke, Assistant Division Engineer
Salem, Oregon

cc- Klabo 11-8-67
Edwards

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks and
Oregon Project I-80N-2(35)43
Cascade Locks - Mitchell Point
Additional Off Ramp Signing at Cascade Locks

Your letters of October 23 and November 1, 1967 regarding subject signing have been received and reviewed.

The locations in question have been studied in the field by our staff and, on the basis of the information in your letters and the observed geometrics of the areas, we are unable to concur in your proposal to install overhead cantilever sign structures.

Copy - Crandall
Young
11-15-67

RECEIVED
NOV 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2 - 1967
FOR FILES

November 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

My October 23 letter concerned the desirability of installing the exit direction sign for westbound traffic at the East Cascade Locks Interchange on a cantilever structure.

A similar situation exists at the West Cascade Locks Interchange. It is requested that approval be granted for installation of a cantilever-mounted sign for the eastbound off-ramp.

Topographic conditions at these two interchanges are such that the ramp and the proper path for the exiting driver to follow are not readily apparent. The resulting hesitancy and confusion creates a condition of extreme hazard. It also creates additional hazard through the tendency of a driver who has missed the off-ramp to either back up or to make a U-turn at the first opportunity. It is our considered judgment that the cantilever signs would materially improve traffic conditions at these two locations.

Your early approval of including the installations as part of Dorman's contract is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

LEG:njc ja

RECEIVED
OCT 24 1967
FOR FILING

October 23, 1967

Col. 2 (4)

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Westbound drivers on Interstate 80N who desire to leave the highway at the East Cascade Locks Interchange are experiencing considerable difficulty. The highway crosses over the crossroad and the ramp is on a downgrade. This creates a "disappearing ramp" situation. Because there is only one off-ramp to Cascade Locks for each direction, a driver who fails to find the ramp is greatly inconvenienced.

It is proposed that the existing exit guide sign be installed on an overhead cantilever structure at the approximate midpoint of the off-ramp taper as shown on the attached plans. The structure would be installed behind the existing guardrail and the sign would be illuminated.

It is requested that you approve this installation to be added as an extra work item to the Cascade Locks-Mitchell Point paving project.

Very truly yours,

Forrest Cooper
State Highway Engineer

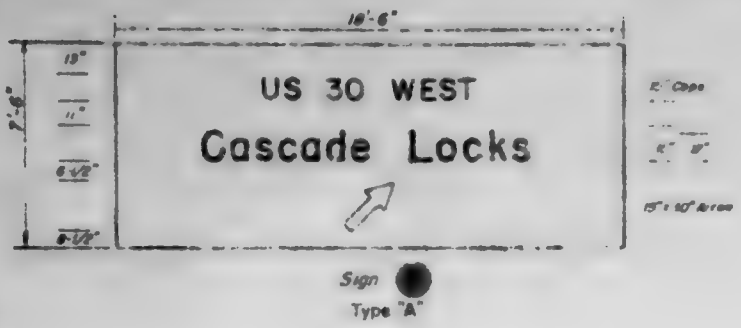
By

Tom Edwards
Assistant State Highway Engineer

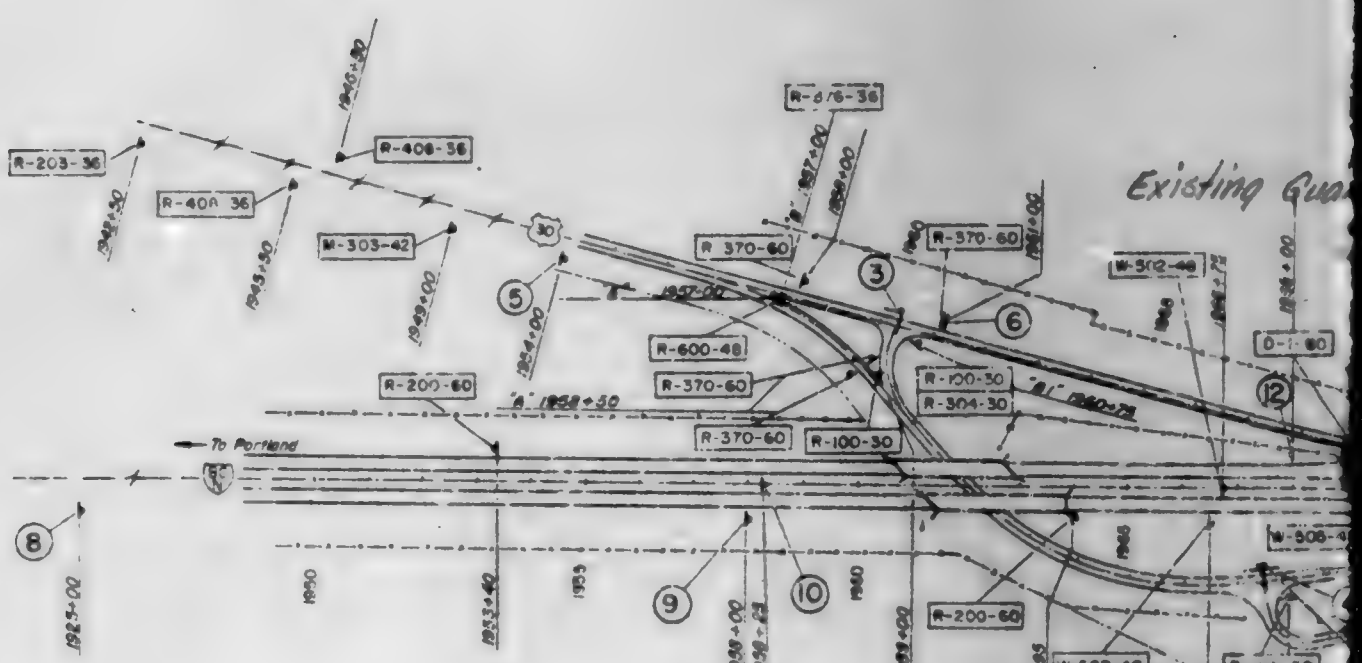
bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

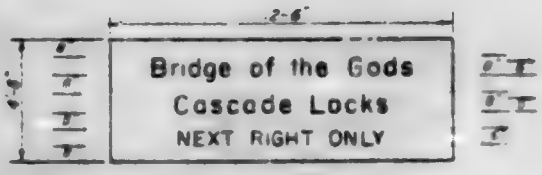
Attachments (2)

VPJ:mk ja

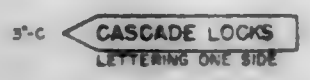


Sign
Type "A"

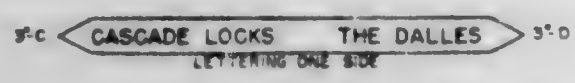


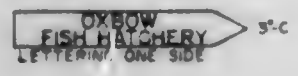


Sign (2)
Type "P"

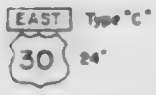


Sign (3)
Type "J"

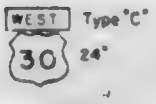




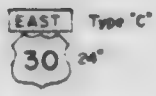
Sign (4)
Type "J"



Sign (5)

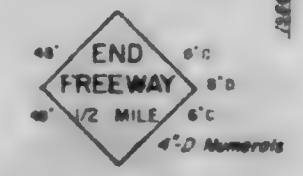


Sign (6)

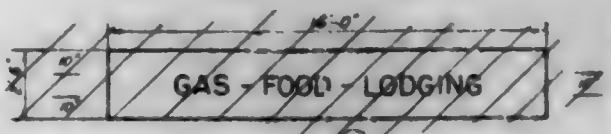


Sign (7)

Sign (8)
Type "D"



Signs (9) (10)
Type "D"



Sign (11)
Type "R"

To be temporarily re-installed

Sign (12)

Final N 138

EAST CASCADE LOCKS INTERCHANGE

SCALE 0 200 400 600 FEET

Post Stubs

Station	Sign No. & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave. Edge	Dist. from Edge of Shoulder to Stub
~~1978+84 L~~	~~1 L~~	~~6"x6" GP 36#~~	~~17'-6"~~	~~11'-2"~~	~~1'-0"~~	~~8'-8"~~
	1 R	6"x8" GP 36#	23'-6"	11'-2"	1'-0"	19'-2"

[1] Location of stub or post as facing the sign face

[2] Length includes 2'-0" allowance for fresh heading, etc.

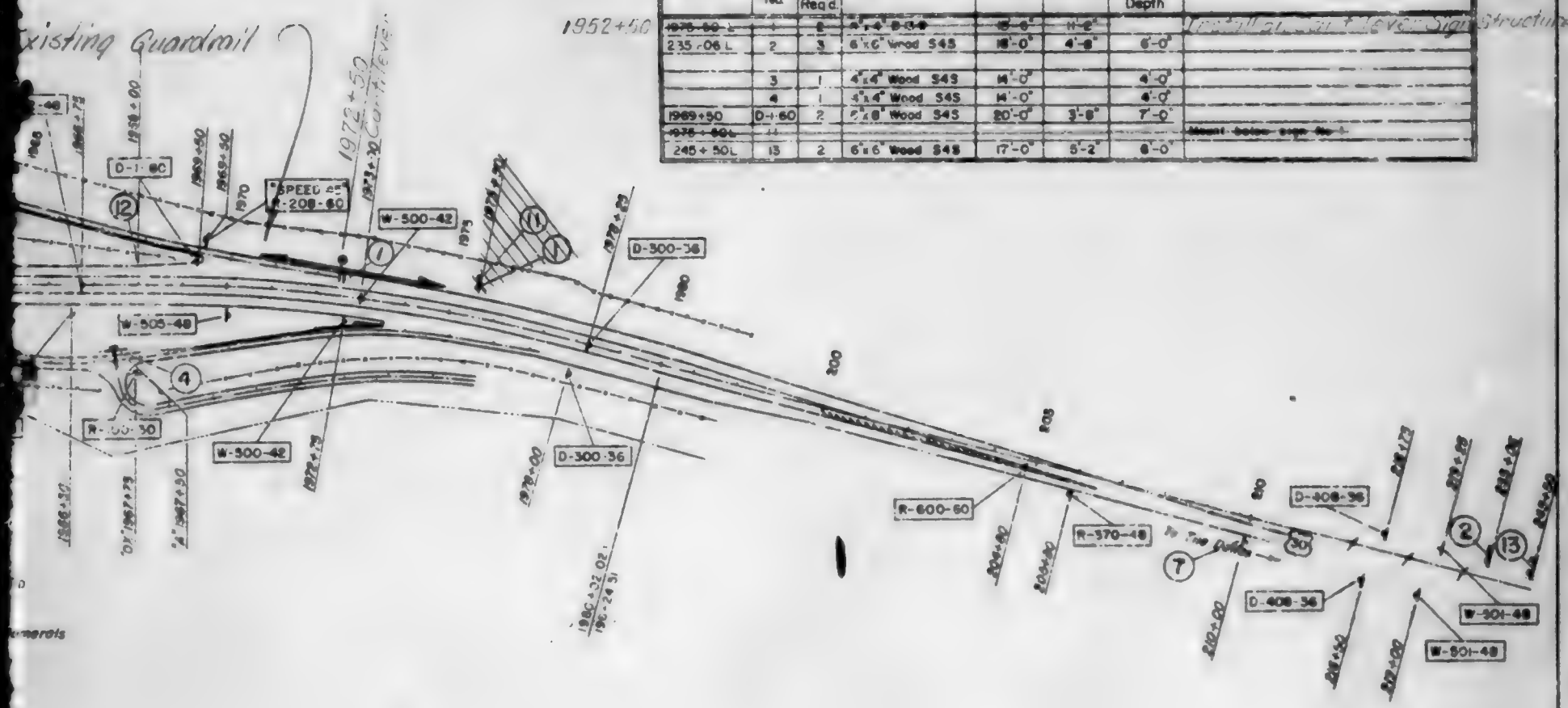
Posts

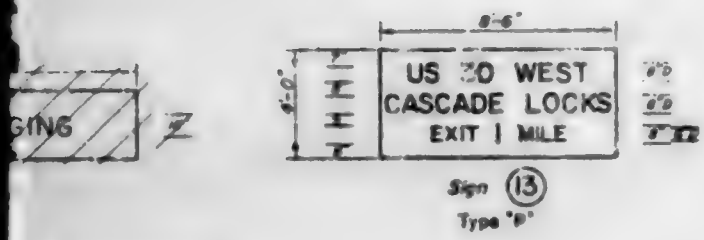
Station	Sign No.	No. Posts Req'd.	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
~~1978+84 L~~	~~1~~	~~2~~	~~4"x4" S4S~~	~~15'-6"~~	~~11'-2"~~		~~Install at 1'-6" Sign Structure~~
2135+06 L	2	3	6"x6" Wood S4S	18'-0"	4'-8"	6'-0"	
	3	1	4"x4" Wood S4S	14'-0"		4'-0"	
	4	1	4"x4" Wood S4S	14'-0"		4'-0"	
1969+50	D-1-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"	
~~1978+84 L~~	~~1~~	~~1~~	~~4"x4" S4S~~	~~15'-6"~~	~~11'-2"~~		~~Mount below sign No. 1~~
2145+50 L	13	2	6"x6" Wood S4S	17'-0"	5'-2"	6'-0"	

1952+50

1972+50 Contd.

Existing Guardrail





Sign (13)
Type "D"

GING

e installed

1964 Revised Sign 8
3/65 Added Sign 13
As Constructed 11-62
7-62 Deleted "Business" from Signs No 5 & 6 Added Signs No. 11 & 12. Contracted 12-60

APPROVED:
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
MULTNOMAH COUNTY LINE - E. CASCADE LOCKS
COLUMBIA RIVER HIGHWAY (US 30) & (I 80 N)
HOOD RIVER COUNTY

DATE December, 1960

TEA CONT. NO. S 199

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-(3)(X)=7
11 2 9

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 13, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: [illegible] Cascade Locks Interchange
Cascade Locks-Viento Section
Columbia River Highway
Hood River County

Dear Mr. Parsons:

Herewith [illegible] showing proposed additional ramps to the subject interchange. [illegible] views on the dangers of half interchanges and [illegible] City of Cascade Locks, we offer the following [illegible] comments:

1. Crossroad is [illegible], to this being, the main feeder to county roads and city streets in the area immediately of the interchange. On the south side of the interchange the crossroad becomes a frontage road running easterly for 2.3 miles to Herman Creek Interchange. Projected ADT on proposed ramps is 100 each, on existing ramps 1,000 each, on crossroad north of ramps 1,100 each way, under main line 1,000 each way, south of ramps 30 each way, on freeway west of interchange 6,150 each way, through interchange 6,000 each way, east of interchange 7,070 each way. Current ADT is 50 percent of projected ADT. Crossroad has two existing traffic lanes with no additional lanes proposed. The only community served is Cascade Locks (population 700) the business district of which is approximately one mile from the interchange. West Cascade Locks Interchange is 1.4 miles westerly and Herman Creek Interchange is 2.3 miles easterly of subject interchange.

2. Crossroad and connecting roads appear to be more than adequate for expected traffic. Alignment and profile conditions are both good. Local roads and streets are oriented towards this facility since north of the freeway it provides a direct route to the business district and south of the freeway it intercepts all the approaches thus provided direct access to the highway previous to freeway construction.

3. No interference with adjacent interchanges or traffic on the Interstate system is anticipated. West Cascade Locks Interchange is 1.4 miles westerly and has ramps to and from the west only so no signing problems are anticipated and no weaving movements created. Herman Creek Road Interchange is 2.3 miles easterly and has ramps to and from the east only which presents no problem as far as the proposal herein is concerned.

4. The only alternate route for traffic that would use the proposed ramps is to use the West Cascade Locks Interchange and the old highway through town to this area. If the proposed ramps are not constructed eastbound motorists desiring to leave the freeway in this vicinity must use the West Cascade Locks exit. If they miss this exit the only legal alternate is to continue eastward to the Wyeth Interchange, approximately six miles past the East Cascade Locks Interchange, and return by the freeway to this area a total of twelve miles extra traveling.

5. Estimated construction cost is $173,000. Benefit-cost ratio is unfavorable, as annual savings will amortize only $10,250 at six percent over 30-year period.

6. The proposed ramps should eliminate illegal use of existing ramps. Information from the State Police indicates considerable illegal use, although there is no record of citations issued or accidents caused by such use. The spacing and design of interchanges in this area as detailed in preceding paragraphs will tend to perpetuate the problem of illegal use of the existing ramps at this location, since eastbound motorists cannot see any service facilities or the town of Cascade Locks until they are past the West Cascade Locks Interchange exit ramp. The next service facilities of any consequence are at Hood River, twenty miles distant, which should make safe access to the facilities at Cascade Locks important to many motorists. The proposed ramps would also provide a fairly direct, easily signed route to the fish hatchery, ranger station, and Herman Creek Road from the west via the frontage road running easterly from this interchange. This traffic presently must travel a rather circuitous route through Cascade Locks to reach the area. This proposal would provide an excellent access and turnaround for emergency police and maintenance vehicles to serve the freeway in this area. Under the present traffic pattern, vehicles of this type coming from Cascade Locks and destined for the freeway between the East

and West Cascade Locks Interchanges must either enter the freeway at the East Interchange and proceed six miles to the Wyeth Interchange where they can turn around and return to this area, or enter at the West Interchange and proceed 3.4 miles to the Bonneville Interchange to turn around and return to the area. The only alternative to using one of these circuitous routes is wrong way use of existing ramps. This situation is definitely not in the best interests of public safety and could be readily corrected by construction of the proposed ramps.

We strongly request that you approve these added ramps for construction with Interstate funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.D. Morgan
Construction Engineer

Enclo.
DNS:jr

cc: F.B. Klaboe

RECEIVED
NOV - 1957
FOR FILING

I-80N-2(37)39
Log
Doc. No. 10.29

2224

2 Hwy Lighting
Sac
#6854

November 6, 1957

[illegible]

[illegible]

Gentlemen:

[illegible]

[illegible]

Very truly yours,

[illegible]
District Engineer

By

F. W. Hirth
Assistant District Engineer

cc: Fermert Cooper
R. L. Morton
Tom Kingsbury
Victor D. [illegible]
F. B. Grunsky
A. A. Fox
L. V. Walker

FBC:mjc srb

RECEIVED
OCT 27 1955
FOR FILING

Salem, Oregon 97310
October 25, 1955.

Resolution No. 175
City of Cascade Locks

W. F. M. Carroll
Traffic Engineer
S O I F I L E

Attention Mr. L. H. George

I enclose a copy of Resolution No. 175 from the City of Cascade Locks requesting the lighting of the Cascade Locks Interchange on I-80N.

If this is satisfactory for your purpose, please authorize to proceed with a project to the Bureau for approval of this lighting.

Please also acknowledge the letter from the City advising them of the adequacy of its controls.

P. D. Kline
Assistant State Highway Engineer

PDK:srb

Enc.

cc: Jon Blumel
Victor D. Wolfe

XMILDRED FREDRICH
-XRecorder-Treasurer

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

HERBERTXWENZEL
XCity Administrator

October 18, 1967

State Highway Dept.
State Highway Bldg.
Salem, Oregon 97310

Att: Fred B. Klaboe

Enclosed please find copy of Resolution # 175 as commitment from the City of Cascade Locks regarding Street Lighting as discussed at meeting on Sept 14, 1967 here in Cascade Locks.

Would appreciate hearing from you as soon as decision is made by State Highway Dept.

If you have any questions please feel free to contact me.

Sincerely,

Marguerite McDowell
Recorder

MM:rb

CITY OF CASCADE LOCKS

RESOLUTION NO. 175

A RESOLUTION PROVIDING FOR THE INCLUSION IN THE CITY'S 1968-1969 ANNUAL OPERATING BUDGET PROVISION FOR ACCESS LIGHTING FROM HIGHWAY 80 N EASTERLY ENTRANCE.

WHEREAS, the City of Cascade Locks has met with the Oregon State Highway Department in regards to access lighting and,

WHEREAS, the Oregon State Highway Department has stated Street Lighting will be provided on the Freeway overpass areas, and

WHEREAS, the Oregon State Highway Department has requested the City of Cascade Locks to install at the City's cost, street lighting from the overpass area to existing street lights,

NOW, THEREFORE BE IT RESOLVED that the City of Cascade Locks plans to include in the next budget year funds necessary to construct Street Lighting facilities from the Easterly Entrance from Freeway 80 N to the existing Street Light System.

Adopted this 9th day of October 1967.

Marion R Trump
Mayor

ATTEST:

Marguerite McDowell
Recorder

RECEIVED
DEC 20 1967
FORM E-39 50M 10-65

HIGHWAY
I-80N-3(37)-7
7129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1967

SUBJECT: Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

L.

As requested by your assignment #1968, we have studied the three additional proposals of Cascade Locks to Interstate 80N.

#1859

At the East Cascade Locks, instead of just an eastbound off ramp being designed, we instead made a full diamond interchange. This is much more practical and seems to have some merit. A plan is included and we estimate it to cost $170,000 to construct plus $3,000 for right of way. With the BPR's drive against half interchanges, maybe this revision would meet with approval.

#1029

The plan for a Third Street westbound off ramp is enclosed and is estimated to cost $55,000 to construct plus $27,000 for right of way. An isolated ramp like this is poor design and we would not recommend it.

A plan for a complete interchange at Forest Lane is enclosed which amounts to $331,000 to construct plus $16,000 for right of way. There is a power substation which it appears we can avoid with our frontage road. If not the right of way will be increased by $175,000. This interchange seems unnecessary for the area unless future traffic should warrant it. We would recommend against it at this time.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jr
Attach.

I-(1N)-2(37)-7

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Multnomah Co. Line-East Cascade Locks Date October 16, 1967

Highway Columbia River Contract No. 7029

County Hood River Prefix 614-1066

Contractor Dorman Construction Co. F. A. Project No. I-80N-2(37)39

Address 2818 East First Street, Vancouver, Wash. 98661 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Allowance to the contractor for extra work involved in revisions of guard rail construction: (1) Allowance for excavation and backfill of guard rail terminals buried in the roadbed cut slopes; (2) furnish and install the extra 3' 1-1/2" spaced posts in terminal which are an addition to the 6'3" spaced posts called for under the contract, and (3) allowance to relocate the extra posts (bid item #18) set in conformance with contract plans and now to be relocated to conform to Detail "C" of Std. Dwg. #23257.

NOTED
F. B. KLABOE

Location by station numbers:

Throughout the project limits, Sta. 1815+51 to 209+50.

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OFFICE
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 700	
Equipment	500	
Material	200	
	$1,400	Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The work to be done under this order pertains to work outside the scope of the contract in conforming to recent guard rail revisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$33,399.97	
Present estimate of project cost, including $ 1,400 for work under this order	$600,800.00	
Expected under-run ~~over-run~~ amount	$33,400.00	
Expected under-run ~~over-run~~ per cent	5.3%	

Submitted by: /s/ W. J. Scofield
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer

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OCT 10 1967

FORM FHWA 30 (REV. 10-65) SP*23401-734

OREGON

I-5(1)-2(27)-7
7129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 10, 1967

SUBJECT: Signing
E. & W. Cascade Locks
Interchanges

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

I am returning your file concerning the signing and illumination matters at the East and West Cascade Locks Interchanges.

For your information, we are preparing a plan to transmit to the Bureau requesting their approval and participation in an illumination plan for these two interchanges. This plan will be transmitted immediately upon receipt from the City of Cascade Locks of their intention to cooperate in this project by accepting the power costs and lighting out to the Interchanges.

We will also proceed to negotiate with the Bureau for approval and participation of an overhead illuminated guide sign to be placed on a cantilevered type structure at the beginning of the deceleration lane, westbound at the East Cascade Locks Interchange.

We will also proceed with arrangements to install the same type of signing facing eastbound traffic at the West Cascade Locks Interchange.

An attempt will be made to include the sign at the East Cascade Locks Interchange in the existing construction contract.

L. E. George
Assistant Traffic Engineer

LEG:njc
Attachments

cc: Tom Edwards

FRED W. HILL, MEMBER
HDRC DEC 20 1967

FOR FILING
I-8(N-2(37)39
7029

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 25, 1967

Mr. Edward G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

As requested, we met with the officials of the City of Cascade Locks on September 14 in the Cascade Locks City Hall.

An agenda of ten items was proposed by the city officials. Five of the items were rather minor matters and will be handled locally by our Division Engineer. The other five concerned somewhat major changes in the traffic facility now in operation as a part of Interstate 80N bypassing the city. I will list them and discuss the merits of each. #6456

1. The City would like an additional exit for eastbound traffic connecting to the East Cascade Locks Interchange. The reasons for this additional exit were stated to accommodate anyone who misses the first interchange on the west side of town and give such persons another chance to come back into town without having to travel four or five miles east on 80N. There is some small merit to this request, and we will undertake a study to see if there is any possibility of Bureau of Public Roads' interest in financing it. #7029

2. The City requested an additional exit for westbound traffic near Third Street. This is requested for the same reason as the eastbound exit in No. 1. We can see very little merit in this request and so informed the City. However, we will scrutinize it carefully before making a final decision.

3. A complete interchange was also requested at Herman Creek easterly of Cascade Locks. The City requested this interchange to serve a proposed "Industrial Park". As you may know, there has been no development in this industrial park to date. Under the circumstances, we cannot be very optimistic about justifying the expenditure of a considerable sum of money (probably as much as $200,000) for the facility. If the City does in fact ever actually develop industry in the vicinity of Herman Creek, we would be in a much better position to interest the Bureau of Public Roads in the financing of such an interchange.

4. The City requested that the State improve the signing at both the exits now existing. The City also requested that the State provide illumination for these exits. We advised the City that we would restudy the entire matter of the signing directing people from 80N to the city of Cascade Locks and, further, that we would actively pursue approval from the Bureau of Public Roads to install illumination in both interchanges if the City would carry a City-illumination project from the end of the ramps that we may illuminate into the center of town. The City would also have to pick up the cost of the energy for any illumination provided by the State.

We were, in turn, advised by the City that it would bring this before the next Council meeting and, supposedly, pass a resolution committing the City to the criteria described above.

5. The City requested that we reanalyze the messages contained on the signs in the Cascade Locks vicinity. These signs now read "US30" and "Cascade Locks". The City would like to add "Bridge of the Gods" and "Washington points". However, the State Highway Department is rigidly controlled by the Bureau of Public Roads on sign messages. For instance, only two such messages can appear on any one sign, and the City was very strong in its desire to keep those messages that it now has. Nevertheless, we will reanalyze the sign messages and advise the City of the outcome of this investigation.

After we have finished our work in this matter, we will further advise you of the outcome.

Very truly yours,

Original signed

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Tom Edwards
V. D. Wolfe
F. D. Morgan
L. E. George
L. W. Rulien

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-PNW-2(37)27

7029

Salem, Oregon 97310
September 22, 1967

SUBJECT: Signing
East and West Cascade Locks
Interchanges

To: F. B. Klaboe
Assistant State Highway
Engineer
B U I L D I N G

In Jans file
#645

The attached plans show both the signing that is currently under contract or that has been installed, and in red the plans also show the signing as requested by the City of Cascade Locks during our recent meeting with them. Also attached are collision diagrams of the area under consideration at both the East and the West Interchanges. The signing currently installed at the West Interchange is standard AASHO signing in all respects. The accident data does not indicate any trouble that might be charged against the signing. The eastbound off-ramp at this location is on a descending grade and does have a tendency to "disappear" particularly during the hours of darkness.

The signing at the East Interchange is temporary in nature at the moment due to the construction in the area. However, the signing in the contract for the East Interchange location is again standard interstate signing and based on our past experience, should provide for safe and adequate operation of traffic through the interchange area. Also attached is accident data for the easterly access location into Cascade Locks. It does not have much value, since we cannot correlate this data with the future signing.

I can find no justification for installing overhead signing on sign bridges as requested by the City. However, I would like to recommend with the concurrence of all interested parties including the Bureau of Public Roads, that we make an experimental installation on both the East and West Cascade Locks Interchanges of illuminating the ground mounted signs located at the beginning of the deceleration lanes and also the exit signs. This should provide at least a partial answer for some of the complaints from the group that the signs were not visible during the hours of darkness.

This type of illumination on the west end of the city would have to be done with State forces, since we have no contract existing in the area. The East Cascade Locks Interchange signing could be illuminated with approval from the Bureau as a participating item under the existing contract.

If the City will accept this proposal, it is suggested that we request them to accept future power costs as we normally do on our roadway illumination. I have not prepared a suggested draft to the City on this matter, but if you and Mr. Edwards approve the proposal, I will prepare the necessary drafts, both to the City and to the Bureau of Public Roads. You will also find attached a series of notes used in our analysis of the Cascade Locks signing.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

cc: Tom Edwards

NOTES ON CASCADE LOCKS SIGNING

The signing on I80N at Cascade Locks as presently contracted conforms to the standards established for the Interstate System. Similar signing has been installed at many interchanges serving cities in this and other states.

Signing on the Interstate System must conform with national standards. These standards specify the number of signs which can be installed, the number of destinations which can be shown on the signs, the location of the signs and whether they may be overhead and illuminated or post-mounted..

Generally, all signs are post-mounted. The standards permit the installation of overhead signs under the following conditions:

1. Traffic volume at or near capacity.

2. Complex intercharge design.

3. Three or more lanes in each direction.

4. Restricted sight distance.

5. Closely spaced interchanges

6. Background of street lighting and advertising signs.

Analysis of conditions at Cascade Locks reveals that none of the above criteria are met. Under this condition the State Highway Department, which must conform with the standards, should not install overhead signs.

SUGGESTIONS FOR HIGHWAY DEPT.

✓Would like to request an additional exit for East bound traffic. Exit to start about, old City Dump. Come in at East interchange.

✓Exit West bound traffic to come in at 3rd. Street and down to Phillips Station.

✓Complete interchange at Herman Creek for industrial Park.

✓Would like to request Lighted Exit Signs, not only signs, (but street lights on the Exits.) (City advises of general rules.) {they will advise us if they wish.

✓Signs to read, example:
U.S. 30 Cascade Locks
Bridge of the Gods....Washington Points

George to handle

✓Sign at Forest Lane and Highway 30 showing Airport, Industrial Park, and Cascade Locks Lumber Co.

done ✓Sidewalk across street from Phillips 66 Station. Concrete sidewalk removed to put drain line across highway, was replaced by black top instead of concrete.

Curb at Hardware Store put in with blacktop instead concrete.

Due to Freeway, additional water is drained into drains along Highway 30 and causes flooding at Hardware Store causing water to run across sidewalk and wash the bank.

Ruben to handle

Water from Freeway draining into a low spot by school does not drain away and causes a health hazard. Suggest waste water be piped to big drain at school.

11

I-80N-2(37)39

9

Form L-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 14 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Multnomah County Line-East Cascade Locks ..... Date Sept. 15, 1967

Highway Columbia River ..... Contract No. 7029

County Hood River ..... Prefix 614-1066

Contractor Dorman Construction Co. ..... F. A. Project No. I-80N-2(37)39

Address 2818 East 1st St. Vancouver, Wash. 98661 ..... Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Raise 16 structure deck catch inlets to conform to the new asphaltic concrete paving surface.

NOTED
F. B. KLABOE

Location by station numbers:

W. Cascade Locks	Str.	Sta.	1889	- raise	1	type	A	drain	-	1	type	A	catch	basin.
Moody St.	"	"	1903	"	4	"	"	"		2	"	"	"	"
Hazel St.	"	"	1928	"		"	"	"		2	"	"	"	"
E. Cascade Locks	"	"	1962	"	3	"	"	"		3	"	"	"	"

Estimate of quantities and cost:

Labor - - - - - - - - -	$ 500.00
Equipment - - - - - - -	150.00
Material- - - - - - - -	550.00
Total - - - - - - -	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provision was made under the contract to adjust the structure inlets. With the added 1½" A.C. pavement, the grates are in a "hole" that would be hazardous to traffic.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer, and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$633,399.97	
Present estimate of project cost, including $1,200.00 for work under this order	$633,399.97	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ W. J. Scofield — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey — Division Engineer

Approved: /s/ L. H. Young

Young 9-6-3-67

BP*23577-724

FORM 10-X—50M—12-53 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
[illegible] 15, 1957

To: [illegible]

SUBJECT: [illegible]ting with City Officials
Crescent Lake, Oregon

This letter is to advise in accordance with the fact that the writer attended a meeting with officials of Crescent Lake and also Mr. [illegible] Valley, Forest Supervisor in the City Hall at Crescent Lake and discussed various items involving highway matters within and adjacent to the city.

Item, interchange treatments proposed by the city officials for overhead [illegible] at the junction of Highway Interchanges. The city officials were advised that we would investigate the matter to determine if such signing would be justifiable and that we would also coordinate once again our entire signing of this area.

The City also requested an additional sign for local destinations in the vicinity of the interchange shown on the old highway. Mr. Dalin will [illegible] this matter and have his sign crews make the installation.

Also requested was interchange illumination on the East and West Cascade Lake interchanges. The city officials were advised of the general rules under which interchange illumination is installed. They were further advised that if the City wishes to indicate to us a willingness to proceed with this matter on the basis of the connection of the City being illuminated by the City also pay for all electrical energy, that we would submit a proposal to the Bureau of Public Roads requesting approval and participation for an interchange lighting project. It was explained to them that the entire matter was contingent on the Bureau's participation and approval.

The City also requested interchange construction as indicated on the attached sheet. The Division office is making for the investigation and report on both this matter and on the ones shown that involve drainage problems.

This office will take no further action on the matter of illumination until the request is initiated by the City.

L. E. George
Assistant Traffic Engineer

LEG:ck

Attachment

cc: Don McComb
F. [illegible]
L. W. [illegible]

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SEP 18 1967
OFFICE OF
STATE [illegible]

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DEC 20 1967
FORM FILING

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7029

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 15, 1967

SUBJECT:
Meeting
City of Cascade Locks

To:
Memo to the File

2 Xerox file
6454

Today, September 14 at 1:00 P.M., a meeting was held in the Cascade Locks City Hall at the request of the City and concerning several matters involving the Highway Department. Attending the meeting and representing the City of Cascade Locks was James J. Washburn, councilman who chaired the meeting in the absence of the mayor, and J. W. Maxfield, councilman, and Carroll J. Tweidt, councilman. Representing the Port of Cascade Locks was Henry Camblett and observing the meeting was Charles Dewell of Urban Renewal. Representatives of the State Highway Department were F. B. Klaboe, Assistant State Highway Engineer, L. E. George, Assistant Traffic Engineer and the writer.

The first subject discussed was brought up by Mr. Camblett on behalf of the Port of Cascade Locks and concerned the signing to Cascade Locks and primarily the Bridge of the Gods at both the east and west Cascade Locks interchange. It was alleged that many people desiring to utilize the Bridge of the Gods from both east and west on I-80N were experiencing difficulty in finding the exits. In short, he requested that the signing be placed overhead and that it be illuminated, and that the sign which now reads US30 and Cascade Locks at the exit also carry the message "Bridge of the Gods". It was brought up that the signing on the Interstate routing is regulated on a national basis for purposes of uniformity by the Bureau of Public Roads, and that there were rather stringent limitations on the number of messages which any sign could carry and the Bridge of the Gods could probably be moved up to the requested sign but that in that event US30 would have to be dropped from the sign. I gathered from the discussion and the reaction around the table that the City of Cascade Locks preferred the messages as they are currently on the sign if they can't have an additional message. It was pointed out that overhead signing has been done where warranted and where it could be indicated that that type of signing was favored, but that the cost of such signing was considerable. This particular subject was closed by indicating that the signing would be studied and that they would be advised of the results of this study on its conclusion.

Councilman Tweidt then posed a request that additional off ramps for eastbound I-80N traffic be provided which would tie into the east Cascade Locks interchange thus making a three-legged interchange out of what is now a two-legged interchange. This was discussed some. During the course of this discussion, the City did not appear interested in requesting a full interchange for the east Cascade Locks interchange. They indicated the need for the additional off ramp for eastbound traffic was that this traffic, if it misses the west Cascade Locks interchange, has no further opportunity to get into Cascade Locks short of Wyeth. Also as a reason was the fact that this proposed off leg would tie into the "Herman Creek Frontal Road" along which there was still some private property which would be suitable for commercial development. They were advised that their proposal would be studied and that they would be favored with an answer and, if they desired, a further opportunity to discuss findings.

Councilman Maxfield then indicated their desire for an additional westbound off leg which would lie just a little ways to the east of the west Cascade Locks interchange and which would take westbound traffic off I-80N and onto Third Street. At this point some discussion was presented indicating that if not Third Street then this ramp could terminate on the loop road which goes to the Bridge of the Gods. They were advised that this request would also be studied and that they would be notified of the outcome.

The City then proposed that the sawmill road overcrossing which has no direct connections to I-80N, and which lies about a mile east of the east Cascade Locks interchange and about a mile west of the Herman Creek interchange, be converted to a full four-way interchange. Their stated reason was that the Port of Cascade Locks has an industrial park and that this industrial park needs good access in order for it to develop. This proposal will also be studied and they will be advised.

They brought up the question of illuminating both the east and the west Cascade Locks interchanges. Mr. George advised them of our policy: namely, that luminaire illumination would have to be provided up to the interchange and that the City would have to agree to pay for power consumption and that then, and again with Bureau approval, the State would undertake the initial construction and would maintain the luminare units. The City has overhead illumination almost to the west Cascade Locks interchange. They have overhead illumination to the east which terminates at Forest Lane which is our maintenance headquarters. They seemed interested and willing to do what was necessary to have the two intersections illuminated. In fact, they indicated that they would take the matter up at their next council meeting and send us a letter indicating their interest and request us to proceed with working up a prpject, if possible. They were advised that, on receipt of their letter indicating they wished to proceed, we would take the matter up

with the Bureau and hopefully draw up agreements and work toward an illumination project.

Attached is an itinerary that was presented to us at the meeting by the City and which more or less indicates the subjects covered. The last five items concerning local matters of signing off the secondary highway, drainage problems in town of rather long background and it was indicated at the meeting that I would review these matters with the maintenance superintendent and handle that which could be handled at the local level. This I will do and, on conclusion, will write a further memo indicating actions taken and things accomplished.

L. W. Rulien
Division Engineer

LWR:fb
Attach.
cc F. B. Klaboe
F. B. Crandall
E. E. Johnston

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SEP 18 1967
DIVISION OF
SECRETARY-TREASURER

I-811-2(37)39

C

STATE HIGHWAY DEPARTMENT

project agreement if additional funds are required.

Order for Extra Work

AUG 30 1967

Date ____ By W. J. Bailey

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Multnomah County Line - East Cascade Locks Date Sept. 7, 1967

Highway Columbia River Contract No. 7029

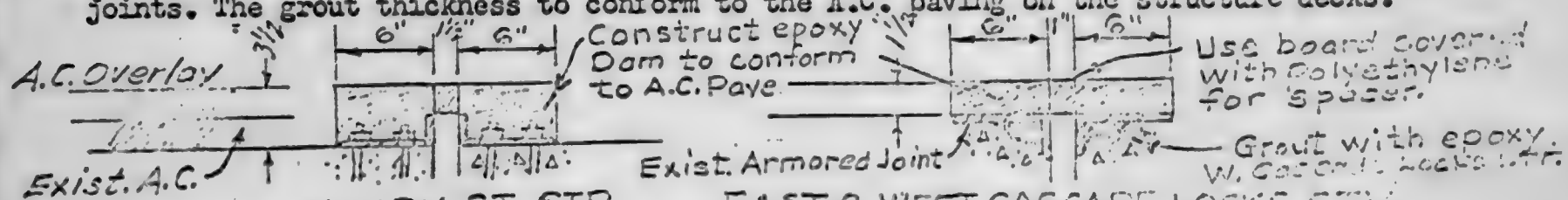
County Hood River Prefix 611-1066

Contractor Dorman Construction Co. F. A. Project No. I-80N-2(37)39

Address 2818 East 1st. St. Vancouver, Wash. 98661 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct epoxy grout paving dams at existing structure expansion joints. The grout thickness to conform to the A.C. paving on the structure decks.



Location by station numbers:

2-76 ft.	expansion joints on	West Cascade Locks Structure, Sta.	1888+50.
2-35 "	" "	Moody St. Structure "	1903
(No	" "	Hazel St. "	" 1928)
1-35 ft.	" "	East Cascade Locks E.B. Stru,	"1963.

Estimate of quantities and cost:

Labor - - -	$1500
Equip. - " -	300
Material - -	2000
	$3800 Total

NOTED
F. B. KLABOE

See attached "half slip" approval of work to be done and amount requested.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The epoxy paving dams are necessary to preserve the function of the structure expansion joints and to keep them open.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will return one copy to the contractor, one to the district engineer and one to the resident engineer.

Project authorization	$633,399.97
Present estimate of project cost, including $3,800 for work under this order	$633,399.97
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] for Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Young 9-25-67

SP 23577-734

Monthly transaction number	FORM PR-2A (REV. 1-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-27-67	County: Hood River
Modification number: 1		Project number: I-80N-2(37)39

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 601,114	$ 602,238
Federal funds	$ 554,500.00	$ 555,500.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include item retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of August, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By _____
(Division Engineer)

~~L. R. Backlund, Admin. Manager~~

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(37)39 Safety

MULTNOMAH COUNTY LINE-E. CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include item retained in program status.)

Salem, Oregon, August 23, 1967

Type Code 6201
Roadway Paving (Sta. 1815+51.23 thru equa. 1980+10.04 = 196+29.90 to Sta. 209+50)
(Contract No. 7029)

Previous subtotal on estimated dated July 11, 1967		$277,300.00
Revised Estimate		
SFO No. 1 Striping	All Required	$ 1,021.84
		$ 1,021.84
	Net Increase	$ 1,021.84
	Subtotal	$278,321.84
	10% Engr. & Cont.	27,832.16
	Total	$306,154.00
Safety	Total	$296,084.00

Length of Project . . . . . 3.367 miles
Cost of Roadway per Mile . $178,864.87

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$306,154.00	$282,400.00	$23,754.00
Safety Work	296,084.00	273,100.00	22,984.00
Total	$602,238.00	$555,500.00	$46,738.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
8-3		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 7029	*(PPM 21-7)* 7-24-67	Multnomah
		PROJECT NO. I-80N-2(37)39

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Multnomah County Line - E. Cascade Locks Section, Columbia River Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	3.367
OTHER *(Specify)*		

FUNDS Pro Rata 92.24

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 601,114	$ 554,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(37)39 Safety

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate.

Salem, Oregon, July 11, 1967

Type Code 6201
Roadway Paving (Sta. 1815+51.23 thru equa. 1980+10.04 = 196+29.90 to Sta. 209+50)
(Cont. No. 7029)

Preparation of Old Roadbed	3.37 mile	$500.00	$ 1,685.00
Asphalt in Tack Coat	27 ton	60.00	1,620.00
Class "B" Asphalt Concrete Mixture	48,100 ton	3.95	189,995.00
Asphalt Cement in Mixture	2,600 ton	30.00	78,000.00
			$ 271,300.00
Flagging (57½% of Contractor's Cost)	All Required		6,000.00
	Subtotal		$ 277,300.00
	10% Engr. & Cont.		27,730.00
	Total		$ 305,030.00

SAFETY

Clearing and Grubbing	All Required		$ 5,000.00
Embankment in Place	23,000 cu.yd.	$1.50	34,500.00
Trench Excavation	430 cu.yd.	4.00	2,120.00
Special Backfill in Drains	450 cu.yd.	6.00	2,700.00
Furnishing and Placing Topsoil	5,900 cu.yd.	1.50	8,850.00
Watering	200 M-gal.	1.00	200.00
3/4" - 0 Material in Shoulders	26,200 ton	2.50	65,500.00
24-inch Culvert Pipe	70 lin.ft.	8.00	560.00
6-inch Drain Pipe	3,800 lin.ft.	1.50	5,700.00
8-inch Drain Pipe	4,400 lin.ft.	1.75	7,700.00
Guard Rail	2,000 lin.ft.	2.32	4,640.00
Median Barrier	6,200 lin.ft.	3.69	22,878.00
Guard Rail Blocks	7,600 only	2.00	15,200.00
Extra Guard Rail Posts	3,700 only	8.50	31,450.00
Extra for Painting Rails	48,000 lin.ft.	0.15	7,200.00
Terminal Anchor Posts	15 only	125.00	1,875.00
Guard Rail Bridge End Connections	17 only	125.00	2,125.00
Adjust Median Barrier	11,000 lin.ft.	1.25	13,750.00
Salvaging Guard Rail	13,000 lin.ft.	0.75	9,750.00
Guard Rail-Salvaged Guard Rail	13,000 lin.ft.	0.50	6,500.00
Salvage and Reinstall Guide Posts	230 only	5.00	1,150.00
Concrete Inlets, Type C-1	1 only	300.00	300.00
Adjusting Inlets	10 only	100.00	1,000.00
Roadside Seeding	11 acre	100.00	1,100.00

Roadside Mulching	11 acre	$190.00	$ 2,090.00
Seed Mixture	340 lb.	1.00	340.00
Inorganic Fertilizer, 10-16-8	44 cwt.	8.00	352.00
Furnishing Field Laboratory Building	All Required		500.00
Sign Support Footings	All Required		1,820.00
Breakaway Sing Posts	All Required		8,415.00
Type "B" Signs in Place	38 sq.ft.	9.40	357.20
			$ 265,622.20
Flagging (57½% of Contractor's Cost)	All Required		4,000.00
	Subtotal		$ 269,622.20
	10% Engr. & Cont.*		26,461.80
	Total		$ 296,084.00

* Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Length of Project - - - - - - - - - - - - - 3.367 Miles
Cost of Roadway per Mile - - - - - - - - - $178,531.04

RETAINED IN PROGRAM STATUS

Striping	All Required	$ 1,100.00
	Subtotal	$ 1,100.00
	10% Engr. & Cont.	110.00
	Total	$ 1,210.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Paving	$305,030.00	$281,400.00	$ 23,630.00
Safety Work	296,084.00	273,100.00	22,984.00
Subtotal	$601,114.00	$554,500.00	$ 46,614.00
Retained in Program	1,210.00	1,100.00	110.00
Total	$602,324.00	$555,600.00	$ 46,724.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION

Project No. I-80N-2(37)39

Nonparticipating IM-21-1-67

Repair Distressed Pavement	All Required	$ 15,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(37)39 Safety

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

P.S. & E. Estimate.

Salem, Oregon, May 25, 1967

Type Code 6201
Roadway Overlay (Sta. 1815+51 thru Equa. 1980+02.02 = 196+24.51 to Sta. 209+50)

Preparation of Roadway	3.37 mile	$300.00	$ 1,011.00
Asphalt in Tack Coat	27 ton	65.00	1,755.00
120-150 Penetration Asphalt	8 ton	60.00	480.00
Class "B" Asphalt Concrete Mixture	53,000 ton	4.25	225,250.00
Asphalt Cement in Mixture	2,900 ton	32.00	92,800.00
			$321,296.00
Flagging (57-1/2% of Contractor's Cost)	All Required		6,000.00
	Subtotal		$327,296.00
	10% Engr. & Cont.		32,729.00
	Total		$360,025.00

Safety

Clearing and Grubbing	All Required		$ 1,000.00
Embankment in Place	23,000 cu.yd.	$ 1.50	34,500.00
Trench Excavation	530 cu.yd.	3.00	1,590.00
Special Backfill in Drains	450 cu.yd.	7.00	3,150.00
Furnishing and Placing Topsoil	5,900 cu.yd.	3.00	17,700.00
Watering	200 M-gal.	4.00	800.00
3/4" - 0 Material in Shoulders	26,200 ton	2.00	52,400.00
24-inch Culvert Pipe	70 lin.ft.	8.50	595.00
6-inch Drain Pipe	3,800 lin.ft.	2.25	8,550.00
8-inch Drain Pipe	4,400 lin.ft.	2.75	12,100.00
Guard Rail	2,000 lin.ft.	2.60	5,200.00
Median Barrier	6,200 lin.ft.	3.75	23,250.00
Guard Rail Blocks	3,000 only	1.75	5,250.00
Extra Guard Rail Posts	120 only	12.00	1,440.00

Extra for Painting Rails	48,000 lin. ft.	$ 0.10	$ 4,800.00
Terminal Anchor Posts	15 only	125.00	1,875.00
Guard Rail Bridge End Connections	17 only	75.00	1,275.00
Adjust Median Barrier	11,000 lin. ft.	0.75	8,250.00
Salvaging Guard Rail	13,000 lin. ft.	0.75	9,750.00
Guard Rail-Salvaged Guard Rail	13,000 lin. ft.	1.00	13,000.00
Salvage and Reinstall Guide Posts	230 only	4.00	920.00
Concrete Inlets, Type G-1	1 only	175.00	175.00
Adjusting Inlets	10 only	35.00	350.00
Roadside Seeding	11 acres	100.00	1,100.00
Roadside Mulching	11 acres	150.00	1,650.00
Seed Mixture	340 lb.	1.00	340.00
Inorganic Fertilizer, 10-16-8	44 cwt.	6.00	264.00
Furnishing Field Laboratory Building	All Required		500.00
			$211,774.25
Flagging (57-1/2% of contractor's cost)	All Required		$ 4,000.00
	Subtotal		$215,774.25
	10% Engr. & Cont. *		21,076.75
	Total		$236,851.00

*Reduced in accordance with Par. 5 (project field offices) of PPM 30-6.

Length of Project . . . . . 3.367 miles
Cost of Roadway per mile . . . $176,799.76

Retained in Program Status

Striping	All Required	$1,100.00
		$1,100.00
	10% Engr. & Cont.	110.00
		$1,210.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway Overlay	$360,025.00	$332,000.00	$28,025.00
Safety Work	236,851.00	218,000.00	18,851.00
Subtotal	$596,876.00	$550,000.00	$46,876.00
Retained in Program	1,210.00	1,100.00	110.00
Total	$598,086.00	$551,100.00	$46,986.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(37)39 Safety

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, June 13, 1967

Type Code 6201
Roadway Overlay (Sta. 1815+51.23 thru equa. 1980+02.02 = 196+24.51 to Sta. 209+50)

Preparation of Roadway	3.37 mile	$300.00	$ 1,011.00
Asphalt in Tack Coat	27 ton	65.00	1,755.00
Class "B" Asphalt Concrete Mixture	48,100 ton	4.25	204,425.00
Asphalt Cement in Mixture	2,600 ton	32.00	83,200.00
			$290,391.00
Flagging (57-1/2% of contractor's cost)	All Required		6,000.00
	Subtotal		$296,391.00
	10% Engr. & Cont.		29,639.00
	Total		$326,030.00

Safety

Clearing and Grubbing	All Required		$ 1,000.00
Embankment in Place	23,000 cu. yd.	$ 1.50	34,500.00
Trench Excavation	530 cu. yd.	3.00	1,590.00
Special Backfill in Drains	450 cu. yd.	7.00	3,150.00
Furnishing and Placing Topsoil	5,900 cu. yd.	3.00	17,700.00
Watering	200 M-gal.	4.00	800.00
3/4" - 0 Material in Shoulders	26,200 ton	2.00	52,400.00
24-inch Culvert Pipe	70 lin. ft.	8.50	595.00
6-inch Drain Pipe	3,800 lin. ft.	2.25	8,550.00
8-inch Drain Pipe	4,400 lin. ft.	2.75	12,100.00
Guard Rail	2,000 lin. ft.	2.60	5,200.00
Median Barrier	6,200 lin. ft.	3.75	23,250.00
Guard Rail Blocks	7,600 only	1.75	13,300.00
Extra Guard Rail Posts	3,700 only	12.00	44,400.00
Extra for Painting Rails	48,000 lin. ft.	0.10	4,800.00

Terminal Anchor Posts	15 only	$125.00	$ 1,875.00
Guard Rail Bridge End Connections	17 only	75.00	1,275.00
Adjust Median Barrier	11,000 lin. ft.	0.75	8,250.00
Salvaging Guard Rail	13,000 lin. ft.	0.75	9,750.00
Guard Rail-Salvaged Guard Rail	13,000 lin. ft.	1.00	13,000.00
Salvage and Reinstall Guide Posts	230 only	4.00	920.00
Concrete Inlets, Type G-1	1 only	175.00	175.00
Adjusting Inlets	10 only	35.00	350.00
Roadside Seeding	11 acres	100.00	1,100.00
Roadside Mulching	11 acres	150.00	1,650.00
Seed Mixture	340 lb.	1.00	340.00
Inorganic Fertilizer, 10-16-8	44 cwt.	6.00	264.00
Furnishing Field Laboratory Building	All Required		500.00
Sign Support Footings	All Required		2,540.00
Breakaway Sign Posts	All Required		5,100.00
Type "B" Signs in Place	38 sq. ft.	8.00	304.00
			$270,728.00
Flagging (57-1/2% of contractor's cost)	All Required		4,000.00
	Subtotal		$274,728.00
	10% Engr. & Cont.*		26,972.00
	Total		$301,700.00

*Reduced in accordance with Par. 5 (Project field offices) of PPM 30-6.

Length of Project . . . . . 3.367 miles
Cost of Roadway per Mile . . $186,795.36

Retained in Program Status

Striping	All Required	$ 1,100.00
		$ 1,100.00
	10% Engr. & Cont.	110.00
		$ 1,210.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway Overlay	$326,030.00	$300,700.00	$25,330.00
Safety Work	301,700.00	278,300.00	23,400.00
Subtotal	$627,730.00	$579,000.00	$48,730.00
Retained in Program	1,210.00	1,100.00	110.00
Total	$628,940.00	$580,100.00	$48,840.00

MULTNOMAH CO. LINE-E. CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(37)39

Nonparticipating IM -21-1-67

Repair Distressed Pavement	All Required	$15,000.00

RECEIVED
AUG 22 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(37)39

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 029: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 17, 1967

In reply refer to: 08-35.A-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks Section
Permanent Striping
State Force Order No. 1
Total Estimated Amount of the Order: $1,021.84
Federal Participation: $920.00

Reference is made to Mr. Young's letter of August 15, 1967, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,021.84 with Federal participation of $920.00

Attachments

young w/enc.
8-21-67

RECEIVED
AUG 18 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-100—634

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 8 1967 By L. H. Young
Title Dist. Engineer
Other Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Mult. County Line-East Cascade Locks Date July 31, 19 67

Highway Columbia River Contract No. 7029 F. A. Project No. I-80N-2(37)39

County Hood River Prefix 614-1066 Account No. 278-01

Description of Work To Be Done:

Permanent pavement line striping by State forces.

Location by Station Numbers:

Throughout the project, Sta. 1815+51 to 209+50.
(Equation in Sta. 1980+10.04 bk. = Sta. 196+29.90 ah.).

Estimate of Quantities and Costs:

At "agreed unit prices".

Intermittent 4" Center-Line	2 x 3.37	miles	@ $ 28	=	$ 188.72
Solid 3" Shld. Line	4 x 3.37	miles	@ 44	=	593.12
Incidental Interchange	8	hours	30	=	240.00
					$1,021.84

$1,100 set up in Project Authorization for "striping".

Explanation:

State forces have the specialized equipment and personnel for this type of work, where as the contractor has not.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$633,399.97
Present estimate of project cost, including $ 1,021.84 for work under this order	$633,399.97
Expected under-run / over-run (amount)	$ —
Expected under-run / over-run (per cent)	—

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. J. Scofield, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: ALLAN C. HARWOOD, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
AUG 22 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(37)39

TO 7029 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 17, 1967

In reply refer to 08-35.A-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks Section
Temporary Striping
State Force Order No. 2
Total Estimated Amount of the Order: $600.00
Federal Participation: $540.00

Reference is made to Mr. Young's letter of August 16, 1967, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $600.00 with Federal participation of $540.00.

Attachment

NOTED
F. B. KLABOE

Young w/ enc.
8-21-67

RECEIVED
AUG 18 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-166—68

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 28 1967 By [signature]
G-1-P Title Dist. Engineer
U.S. Bureau of Public Roads
Order No. 2

Project Name Mult. County Line-East Cascade Locks Date July 31, 1967

Highway Columbia River Contract No. 7029 F. A. Project No. I-80N-2(37)39

County Hood River Prefix 614-1066 Account No. 278-02

Description of Work To Be Done:

Temporary pavement line striping by state forces.

Location by Station Numbers:

Sta. 1815.51 - 209+50
(Equation 1980+10.04=196+29.90).

Estimate of Quantities and Costs:

Labor	$300
Equipment	200
Material	100
	$600 Total

Explanation:

Temporary Center-Line striping of the first lift paving is necessary for the safety of traffic during progress of this paving project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 633,399.97
Present estimate of project cost, including $ 600 for work under this order	$ 633,399.97
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. J. Scofield
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: ALLAN C. HARWOOD
Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Office Engineer.

State Printing

SP*23401.734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1967

SUBJECT: Signing
I80N - Cascade Locks

To: Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

Included among the conclusions of the Cascade Locks Task Force was the recommendation that the State Highway Commission review highway signing to Cascade Locks.

At the present time, there are construction projects on each end of the Cascade Locks Bypass. The existing signing is not up to standard. The attached plan shows the signing as it will exist at the completion of construction. You will note that in addition to the one mile and beginning of deceleration lane signs, there will be a "NEXT RIGHT" sign which also carries the Cascade Locks designation. When this signing is completed, traffic should have no difficulty in finding Cascade Locks.

L. E. George
Assistant Traffic Engineer

VPJ:ji
Attachment

Lloyd. Also note that we will have installed the "Gas-Food and Lodging" signs Ted

RECEIVED
DEC 30 1967
FOR FILING
I-5(1)-7)39

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 7, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Bldg.
Salem, Oregon

Dear Forrest:

You will note the attached letter to Kess Cannon, from the Mayor and President of the Port Commission of Cascade Locks requests several items. Kess, you'll remember, was Chairman of the Governor's Task Force on Cascade Locks.

The Governor would appreciate it if you could have your District Engineer meet with officials of Cascade Locks to determine what can be done to provide assistance, particularly as it relates to the five suggestions in the attached letter. Thanks.

Sincerely,

Edward G. Westerdahl II
Executive Assistant

EGW:ja

RECEIVED
AUG 8 - 1967
OFF:
STATE HIGHWAY Engr

RECEIVED
JUL 31 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Safety Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks Section
Guardrail Design

Our May 31, 1967 letter approving the subject project refers to details of guardrail design which need to be revised. In addition to these details, the following comments are considered appropriate in regard to the guardrail design shown in the P.S. & E.

1. T.E.D. Drawing No. S-14 shows the trailing end of guardrail extended only 12.5 feet beyond sign supports and unanchored. HRB Special Report 81 recommends the extension of the trailing end of guardrail not less than 50 feet if unanchored and 25 feet if anchored.

2. The above drawing shows the guardrail installed with the face of the rail at the edge of the shoulder instead of 2 feet beyond the shoulder edge as recommended in the AASHO Rural Design Policy, Special AASHO Traffic Safety Committee Report, and HRB Special Report 81.

3. The desirable practice of guardrail strength transitions where the rail is attached to a rigid structure as discussed on Page 24 of HRB Special Report 81 is recommended.

4. Alternate designs for burying or terminating approach ends of guardrail in the cut slope should be considered in addition to the standard approach end treatment shown on T.E.D. Drawing No. S-14.

It is recommended, therefore, that the above alternate design feature be considered for use on this project as well as all future projects.

RECEIVED
JUL 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 20 1967
FOR FILING

I-5(11)-3(7)37
7029

CITY OF CASCADE LOCKS

CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

July 19, 1967

Mr. Kessler Cannon
Executive Secretary for
Natural Resources
State Capital Building
Salem, Oregon

Dear Mr. Cannon:

In response to your inquiry as to exits and interchanges to Cascade Locks, and suggestions that we write if anything came up that we felt could be helpful in your report to Governor McCall, we offer for consideration, the following:

We would like to arrange a meeting with the State Highway Department and Bureau of Roads, to discuss and re-evaluate the following list of additions to the present system.

1. The West exit for Eastbound traffic has no lighting and even for residents, is easy to miss. We feel it would be a great improvement if some lights could be located at this point.

2. There has, in the past, been discussion of exits to the City from Highway 80N at the Hazel Street overpass. We would like to re-open these discussions.

3. At both the West exit and East exit better exit signs, and Highway signs designating Cascade Locks, would be of great value.

4. Lighting of the first East exit for Westbound traffic from Highway 80N.

5. The overpass at the intersection of Forest Lane and 80N in the vicinity of Cascade Locks Lumber Company, could be expanded to provide a 4-way interchange or at least a second off ramp for Eastbound traffic. We feel that the development of industrial and commercial property at the East edge of the City could be hampered greatly by the lack of access at this point.

Any one of the above could be worked out as alternates, and with proper signs and lighting, would be a definite asset to the future development of this community, of both the recreational and industrial potential.

Thank you for this consideration.

RECEIVED
AUG 7 - 1967
STATE HIGHWAY ENGR

Sincerely,

CITY OF CASCADE LOCKS

Marion Bump

Marion Bump, Mayor

Harry Graham, Recorder

RECEIVED
JUL 18 1967

FOR FILES

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(37)39

To: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(37)39
Multnomah County Line - East Cascade Locks Section
Paving

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of June 26, 1967 in the award of Contract No. 7029 to Dorman Construction Co. of Vancouver, Washington, low bidder in the amount of $536,922.20 at the June 22, 1967 bid opening.

1-14-67

REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967
FOR FILING

Fred W. Hill, Member
Helix

7029

July 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 26, 1967 is requested in the award of Contract for the Multnomah Co. Line to East Cascade Locks Section, Project No. I-80N-2(37)39.

The contractor receiving the award is Dorman Construction Co. of Vancouver, Washington in the amount of $536,922.20 with the Contract No. 7029 assigned. This bid was received on June 22, 1967 and awarded June 28, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceeding which have been commenced and will be prosecuted to completion.

No utilities are involved on this project. The existing crossing permits are listed on the attached letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

FORM E-123

RECEIVED
JUN 27 1967

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WACO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1-3(20)22
1027

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. BOHDE
CHIEF COUNSEL

June 26, 1967

Dorman Construction Company
2810 East First Street
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on this date awarded to you State Highway Contract No. 7029 for the following project:

Paving on Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County.

This award was based on your bid of $536,922.20 which was submitted to the Commission on June 22, 1967, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc Frank Morgan
L.H. Young
C. D.Matthis (SLAC)
I.D. Merchant

JUN 9 - 1967

Form GSA (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 31, 1967

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Safety Project I-80N-2(37)39
Multnomah Co. Line-E. Cascade Locks Section
Paving

P. S. & E. documents for the subject project, including safety provisions under IM 21-11-67, are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for contractor's use, with relocation advisory assistance unnecessary, and further that control of access rights have been obtained with the exception of those involved with utilities as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports. Certification concerning utility access rights or X-permits should be furnished prior to our concurrence in award.

Our April 24, 1967 memorandum on the underlying P.E. Project I-80N-2(8)38 approved the condition survey and design analysis for the additional stage construction on the pavement structure being provided by this project. Eligibility of the future plant mix seal for financing with Interstate funds is thereby established as a second stage of such work, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure at the time such work is undertaken.

It is our understanding that the changes discussed with your design people will be incorporated by letter to the bidders. Basically, these changes will require additional guard-rail posts, guard-rail blocks, breakaway sign supports and other minor changes.

The use of Article 102-1.3 Embankment in Place is approved for use on this project.

(more)

young w/enc.
6-9-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 2 - Bases	March 1967
Division II - Part 3 - Surfacing & Pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

You are authorized to proceed with the contractor's flagging included in your estimate for $10,000.00.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

RECEIVED
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street, NE
Salem, Oregon 97301

Form CB-127 (11-63) (Gres. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
1029 Salem, Oregon

DATE: May 22, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 2, 1967 letter transmitted three items for inclusion in the subject program. These items are approved effective today as Stage 2 Construction Phase projects:

Item	Project	Location	Work
491	I-80N-2(37)39	Multnomah Co. Line-Cascade Locks	Pave
492	I-5-5(36)260	Woodburn Int.-Hayesville Int.	Gr. pave
493	I-405-8(18)303	Willamette Riv.-N.W. Johnson	Sewer & demo.

5-25-67
REFERRED TO Morgan - Young - Nelson
By Asst. State Hwy. Engr.

On Item 491, I-80N-2(37)39 Multnomah County Line to E. Cascade Locks Section, our approval is with the understanding that consideration will be given to placing the additional pavement stage construction with a plant-mix seal.

The adjustment of several signs is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received shortly.

On Item 492, I-5-5(36)260, Woodburn Interchange to Hayesville Interchange Section, our approval is with the understanding that consideration will be given to placing additional pavement construction in stages under the optional procedure of the last paragraph on page 2 of a May 9, 1967 circular memorandum on this subject, with a plant-mix seal.

The adjustment of several signs and other work is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received in the near future.

NOTED
F. B. KLABOE

On Item 493, I-405-8(18)303, Willamette River-N.W. Johnson St. Section, you are authorized to proceed with utility and railroad preparatory work effective today.

This project qualifies under Section B-3 of IM 50-2-65.

Some sort of interim agreement should be obtained for demolishing the S.P. & S. non-operating property building rather than merely obtaining a permit of entry.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This action provides for improvement to 17.401 miles of Interstate System at a total estimated cost of $6,450,000 of which $5,939,000 is reserved as Federal-aid Interstate funds.

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAY 11 1967

June 1 1967
7029

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing

Morgan	Poose
Becker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

May 9, 1967

RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 3, 1967 which requested our comments on the following six projects:

1. Curtin-Rice Hill and Camas Valley Sections, Pacific and Coos Bay-Roseburg Highways, Douglas County
2. Staleys Junction and Tillamook-Washburn Sections, Wilson River and Sunset Highways, Tillamook and Washington Counties
3. Cape Lookout-Sand Lake Section, Netarts-Sand Lake Road, Tillamook County
4. West Salem Section, Willamina-Salem Highway, Polk County
5. Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County
6. Multnomah County Line-East Cascade Locks Section, Columbia River Highway, Hood River County

Apparently none of the above projects will have any effect on wildlife resources, so the plans are approved.

We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (8)
L. R. Chandler (2)

fw

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECE
MAY 2 - 1967

Fred M. Hill, Member
Heiler

I-80N-2(7)29
7029

May 2, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Mult Co Line
S Cascade Locks
Inc.

Dear Sir:

We are submitting program data for three Interstate Projects Items 491 through 493, which we desire to have included in the Federal-Aid Interstate Highway Program.

Please note that program data for Items 491 and 492 include "Safety Improvement" work as a program line item as set forth in PPM 21-36.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPM

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21–68		PRESENT	FUTURE (66)(70)	YE (71)
CARD 2	1	I-80N Multnomah Co. Line to Cascade Locks	**ADT**	4,600	11,700	8

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AU (74)
CARD 3	High Type Pavement							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	Hoo
	NAME OF URBAN AREA 17-31	ROUTE NO. I- / FEDERAL- I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1	(14-15)	(18	41	42		53				
5					**PE**		I-80N Multnomah Co. Line to Cascade Locks (Multnomah Co. Line - E. Cascade Locks Section)			
5					**ROW**					
5		N (99)			**CONST** (CODE) 6201 Safety			3.561 0.00	680,000 70,000	625,000 64,000
							PROJECT TOTALS	3.561	750,000	689,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
cks (65)	ADT	4,600 (66)	11,700 (70)	86 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	491 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I- 14 23	80-2(37) 7 13		39 (24) (26)	N 27

COUNTY NAME: Hood River — CODE: 027 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I- I-80N (32) — FEDERAL-AID — STATE (36) (37) — U.S. I-80N (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			5-1/2" AC Overlay re-inforcement of existing pavement & shldrs. (4-12' lanes) and as safety imprv. adjust slopes on 4:1 & adj. drainage strs.; adj. existing median barrier, guard rail & signs; inst. 6,000' new median barrier.
3.561	680,000	625,000	55,000		ROW-250' normal: access control - full;
0.00	70,000	64,000	6,000		parking restriction - complete.
3.561	750,000	689,000	61,000		

(16) (23) (24) (33)

REMARKS

Additional Data: Item 36-D, Project I-80N-2(20)39.

USCOMM DUSCOMM-DC 48905-P61

Additional Project Data:

The proposed project consists of the construction of a 5-1/2" AC overlay reinforcement of the existing 4-lane facility including shoulder area and as safety improvement the required adjustment of slopes on 4:1; adjustment of drainage structures; adjustment of existing median barrier, guard rail and signs; the installation of approximately 6,000' of new median barrier between Sta. 1933+93 thru Equa. 1980+10 = 196+32 to Sta. 210+00, which is the portion of the project where the 24' median area is to be raised to provide 10:1 slopes.

The safety improvement work described above is in part due to the additional 5-1/2" AC wearing surface reinforcement which requires the adjustment of slopes, guard rail and median to proper slope, height and distance from travelway and partly due to present safety standards which require median barrier to separate traffic in narrow flat medians and traffic signs be mounted on breakaway supports.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70) (71)			
	1	I-80N Multnomah Co. Line to Cascade Locks			4,600	11,700	86			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)	
	High Type Pavement									
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME			
	Interstate									
	NAME OF URBAN AREA 17-31						ROUTE NO. I	FEDERAL-AI I-80N		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N Multnomah Co. Line to Cascade Locks (Multnomah Co. Line-E. Cascade Locks Section)			
5					ROW					
5		N (99)			CONST (CODE) 6201 Safety			3.561 0.00	680,000 70,000	625,000 64,000
							PROJECT TOTALS	3.561	750,000	689,000
									(16) (23)	(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

cks (65)	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)(3)	APPN CODE (4)(9)	ITEM NO. (14)(18)
		4,600	11,700	86	08	Oregon	35	042	491

FV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	I. Projects Only POST MI. (24)(26)	DESIG. 27
					I-	80-2(37)		39	N

COUNTY NAME: Hood River — CODE: 027 (14)(16)

ROUTE NO.: I — FEDERAL-AID: I-80N (32) — STATE (36)(37) — U.S.: I-80N (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					5½" AC Overlay reinforcement of existing pavement & shldrs (4-12' lanes) and as safety imprv. reconstruct slopes on 4:1 & adj. drainage strs; adj. existing median barrier, guard rail & signs; inst. 6,000' new median barrier. ROW-250' normal: access control - full parking restriction-complete.
3.561 0.00	680,000 70,000	625,000 64,000	55,000 6,000		
3.561	750,000	689,000	61,000		

(16) (23)(24) (33)

REMARKS

Additional Data: Item 36-D, Project I-80N-2(20)39.

USCOMM DUSCOMM-DC 48908-P61

Additional Project Data:

The proposed project consists of the construction of a 5½" AC overlay reinforcement of the existing 4-lane facility including shoulder area and as safety improvement the reconstruction of slopes on 4:1; adjustment of drainage structures; adjustment of existing median barrier, guard rail and signs; the installation of approximately 6,000' of new median barrier between Sta. 1933+93 thru Equa. 1980+10= 196+32 to Sta. 210+00 which is the portion of the project where the 24' median area is to be raised to provide 10:1 slopes (the embankment work required to provide 10:1 slopes in the median area will be accomplished without Federal participation).

The safety improvement work described above is in part due to the additional 5½" AC wearing surface reinforcement which requires the adjustment of slopes, guard rail and median to proper slope, height and distance from travelway and partly due to present safety standards which require median barrier to separate traffic in narrow flat medians and traffic signs be mounted on breakaway supports.

DEPT
APR 27 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 24, 1967
Salem, Oregon

To: F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Condition Survey
Multnomah County Line-E. Cascade Locks
(Cascade Locks Bypass)
Columbia River Highway (FAR 1)
Hood River County

Attention: G. L. Decker

The pavement condition survey for the subject section has been completed and a summary of the field and laboratory data is attached.

At the time of the survey, April 1966, the pavement showed distress throughout the section. It was badly cracked, alligatored, and badly rutted. The outside westbound lane is covered 100% by patching. The District Maintenance Superintendent reported that over 1200 tons of patching was placed on this section in August 1966. An Equivalency Factor of 1.0" of existing Asphaltic Concrete equals 1.5" of Crushed Base is assigned for the computations.

The base material will generally meet the requirements for a lower type Stone Subbase. Tests of in-place base indicate the material has a tendency to break down, and these fines retain an excessive amount of moisture. An Equivalency Factor of 1.0" of base equals 0.6" Crushed Base has been assigned this material.

Average thicknesses were used in the computation because of the varying depths of A.C. and base.

Traffic Analysis is in accordance with IM 21-1-67.

"R" Value	=	20
Traffic Coefficient (1960-1980)	=	10.0
Crushed Base Equivalent	=	28.5"

	Average Thickness		Factor		Credit
Asphaltic Concrete	4.44"	x	1.5	=	6.5"
Base Material	18.14	x	0.6	=	11.0"
			TOTAL		17.5

RECEIVED
APR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CBE		Credit		CBE Deficiency		Factor for New A.C.
28.5"	-	17.5"	=	11.0"	÷	2.0"

= 5.5" A.C. Deficiency

A minimum 5.5" Asphaltic Concrete Overlay is recommended to bring this section to an adequate serviceability index through the design year 1980.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supvr.

APPROVED _____
Engineer of Materials and Research

APPROVED _____
Asst. Construction Engineer

APPROVED _____
Asst. State Highway Engineer

CJG:wjh

Attachments

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

SECTION: MULTNOMAH COUNTY LINE - E. CASCADE LOCKS

HIGHWAY: Columbia River (FAR 1)

COUNTY: Hood River

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1960 Present ADT 4000 (Total)

B. 1980 Future ADT 10600 (Total)

C. Mean ADT 7300 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .08 x (C) 7300 = 584

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 584 x (H) 100 % = 584

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$

where K = 4.669

= 10.0

Multnomah Co. Line - E. Cascade Locks
Columbia River Hwy (I - 80N)
Hood River Co.

Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	% BE	LAR	Air Dry	"R" Value	Natural Moisture	CLASSIFICATION AASHO Textural	
1977+00 8' Lt.	1-WB	0 - 4½"	A.C. Cracked, shows distress												
		4½" - 7½"	1½"	56.6	39.8	14.0	17	0	34.4	—	24.64 1.1	76	—	A-1-a Si.Sa.Gr.	
		7½" - 18"	1½"	46.9	32.8	11.6	19	0	41.0	—	28.34 1.4	80	6.6	A-1-a Si.Sa.Gr.	
		18" - 21"	2"	76.7	76.5	28.5	26	0	—	—	——	38	23.3	A-2-4 Gr.Si.Sa.	
		21" - 31"	3"	23.1	19.1	7.7	21	0	—	20.0	15.47 0.7	76	8.5	A-1-a Si.Sa.Gr.	
1969+00 8' Lt.	8-EB	0 - 3 3/4"	A.C. Cracked, alligatored, rutted 5/8"±												
			Compared to:												
		3 3/4" - 10"	1½"	47.7	34.5	13.2	18	0	44.8	—	29.49 1.5	76	7.3	A-1-a Si.Sa.Gr.	
		10" - 26"	1"	47.9	33.0	12.4	20	2	39.7	—	21.37 0.8	75	—	A-1-a Si.Sa.Gr.	Free Water at 24"
		26" - 30"	Lonso of clayey sand - no test												
		30" - 46"	1½"	95.2	94.3	47.9	43	0	—	—	——	26	41.9	A-5(4) Si.Sa.	
1954+00 8' Lt.	2-WB	0 - 5½"	A.C. Cracked, rutted, patched												
			Compared to:												
		5½" - 7½"	1½"	47.7	34.5	13.2	18	0	44.8	—	29.49 1.5	76	7.3	A-1-a Si.Sa.Gr.	
		7½" - 17½"	1½"	32.0	22.6	9.1	19	0	37.1	25.4	17.70 0.8	75	See Note 8.9	A-1-a Si.Sa.Gr.	Free Water at 15"
		17½" - 36"	3"	45.1	38.5	20.4	31	2	—	25.4	16.24 1.0	30	14.4	A-1-b Gr.Si.Sa.	

Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	BE	LAR	Air Dcr	"R" Value	Natural Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural	
1907+00 3' Lt.	3-WB	0 - 4½"	A.C. Broken, rutted, patched													
			Compared to:								29.49					
		4½" - 6½"	1½"	47.7	34.5	13.2	18	0	44.8	—	1.5	76	7.3	A-1-a	Si.Sa.Gr.	
			Compared to:								17.70		See Note			Free Wate
		6½" - 22½"	1½"	32.0	22.6	9.1	19	0	37.1	25.4	0.8	75	8.9	A-1-a	Si.Sa.Gr.	at 15"
											30.79					
		22½" - 31"	2"	76.1	71.3	45.7	44	10	—	—	1.6	20	23.8	A-5	Cr.Cl.Sa.	
1907+00 8' Rt.	7-EB	0 - 4½"	A.C. Broken, rutted, alligatored													
			Compared to:								29.49					
		4½" - 7"	1½"	47.7	34.5	13.2	18	0	44.8	—	1.5	76	7.3	A-1-a	Si.Sa.Gr.	
			Compared to:								24.79					
		7" - 20½"	1½"	43.4	29.3	10.5	20	0	32.5	—	1.2	69	—	A-1-a	Si.Sa.Gr.	
		20½" - 36"	2"	95.6	93.3	45.7	46	9	—	—	—	7	31.9	A-5	Si.Sa.	
1893+00 8' Lt.	4-WB	0 - 4½"	A.C. Broken													
			Compared to:								29.49					
		4½" - 6 3/4"	1½"	47.7	34.5	13.2	18	0	44.8	—	1.5	76	7.3	A-1-a	Si.Sa.Gr.	
			Compared to:								17.70					
		6 3/4" - 18 3/4"	1½"	32.0	22.6	9.1	19	0	37.1	25.4	0.8	75	8.9	A-1-a	Si.Sa.Gr.	
											22.33					
		18 3/4" - 36"	2"	41.3	37.3	18.5	25	0	—	29.0	1.4	36	15.5	A-1-b	Si.Sa.Gr.	

Station	Hole No.	Depth	Top Size	P4	P10	P200	LL	PI	BE	LAR	Air Deg	"R" Value	Natural Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1871+00 3' Rt.	6-EB	0 - 5"	A.C. patched Compared to:												
		5" - 8½"	1½"	47.7	34.5	13.2	18	0	44.8	—	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.
		8½" - 10½"	Oil covered rock - no test												
		10½" - 13½"	Crushed rock - oil covered - no test												
		13½" - 36"	2"	18.1	12.3	6.2	27	3	26.4	16.3	14.65 0.5	70	—	A-1-a	Gr.
1860+75 8' Lt.	5-WB	0 - 3½"	A.C. badly alligatored Compared to:												
		3½" - 5½"	1½"	47.7	34.5	13.2	18	0	44.8	—	29.49 1.5	76	7.3	A-1-a	Si.Sa.Gr.
		5½" - 16"	1½"	43.4	29.3	10.5	20	0	32.5	—	24.79 1.2	69	—	A-1-a	Si.Sa.Gr.
		16" - 21"	1"	39.1	26.6	12.6	24	2	24.2	—	23.22 0.3	56	10.3	A-1-a	Si.Sa.Gr.
		21" - 34"	2"	58.7	54.0	30.7	41	13	—	—	25.68 3.4	10	19.8	A-2-7	Gr.Cl.Sa.

June 3, 1966

Pavement Deflection Tests,
Benkleman Beam

Project, Multnomah Co. Line-E. Cascade Locks
(Cascade Locks By Pass)
Highway, Columbia River, I-80N
Date, May 2, 1966
Axle Load, 15020 lbs.
Dual Wheel Load, 7500 lbs.-outside, 7520-inside
Deflection Values, thousandths of an inch or mils

Test Series #1 thru #4, West Bound - Outside Travel lane
" " #5 , East Bound - Outside Travel lane

feet from indicated station	wheel track	#1 Sta.1859	#2 Sta.1912	#3 Sta.1948	#4 Sta.1974
0	Inside	26	28	22	24
+ 50	"	22	30	23	22
+100	"	26	28	24	22
+150	"	26	30	28	20
+200	"	22	30	26	27
+250	Outside	28	28	28	18
+300	"	28	26	23	16
+350	"	28	28	27	21
+400	"	32	27	22	18
+450	"	32	30	26	18
Average value -		27.0	28.5	24.9	20.6

feet from indicated station	wheel track	#5 Sta.1905
0	Outside	29
+ 50	"	32
+100	"	32
+150	"	32
+200	"	33
+250	Inside	33
+300	"	32
+350	"	40
+400	"	34
+450	"	30
Average value -		32.7

The above values show progressively higher, deflections toward the westerly end of the project. All of the average values are in excess of .020 inch. Deflections above this critical point have resulted in pavement failure. An increased base section is required to reduce deflections to a serviceable limit.

Previous tests have indicated that a deflection reduction of .0038 inch can be expected for each inch of asphaltic concrete overlay. On this basis a 3½ inch overlay will reduce the average values to the critical point. A thickness in addition to this would maintain deflections below the .020 level.

O. A. WHITE
Engineer of Materials & Research
by

J. E. Wilson

J. E. WILSON
Ass't. Engineer of Materials
and Research

315-1719 Jacksonville (East St.) Sec. 1967
(Grad., Pav., & Struc.)
#7030

IOA 3322

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 94107

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-[illegible]-9	OC 1104		915-179-[illegible]5

- City of Jacksonville
- City Hall
- Jacksonville, Oregon 97530

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Mrs. Jean V. Newlett, City Recorder			
Final Billing: Special City Allotment Project on "C" Street, Contract No. 7030. Covered by agreement dated May 9h, 1967.			
City's Advance Deposit			1,000.00
As per attached statement:			
Final cost		2[illegible],376.09	
Agreed State share		25,000.00	
			37[illegible].[illegible]
Refund Due City			623.19

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
T. B. [illegible]

RECEIVED
FEB - 9 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
[illegible]

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date February 6, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7030 Prefix 315-1719 Survey Prefix 315-1467

Street "E" Street

City Jacksonville

Payments to Contractor..(See attached voucher.)	$ 22,535.74
Engineering and Contingencies.....	2,805.14
*Survey... Total: $ 2,676.13 City's Pro-rata Share.....	36.00
TOTAL.....	$ 25,376.88
Agreed State Share	25,000.00
Agreed City Share	$ 376.88
City Advance Deposit	$ 1,000.00
REFUND DUE CITY	$ 623.12

Reference: Outside Billing ec-1104

*Construction cost over $25,000 = $ 340.88 / Construction costs = $25,340.88 x $2,676.13 = $36.00

City share of preliminary engineering = $36.00

NOTED
HAROLD REYNOLDSON

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

RU:mm

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
JACKSON	7030	4 Fin

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION: JACKSONVILLE /E ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	DITCH EXCAVATION	UNCLASSIFIED	CU YDS	4.0000	13.01
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.2500	653.30
003	FINISHING ROADBED &	SLOPES	LUMP SUM	500.0000	1.00
004	TRENCH EXCAVATION		CU YDS	4.0000	47.71
005	WATERING		M GALS	3.0000	29.00
006	3/4IN-0 MATERIAL IN BASE		CU YDS	3.5000	216.00
007	STONE BASE		CU YDS	3.4000	1,138.00
008	CLASS B ASPHALT CONCRETE		TONS	10.9000	312.01
009	12-INCH CULVERT PIPE		LIN FT	3.5000	204.00
010	18-INCH CULVERT PIPE		LIN FT	4.5000	122.00
011	CONCRETE INLETS TYPE G-1		ONLY	125.0000	2.00
012	EXTRA FOR A C CONCRETE	APPROACHES	ONLY	35.0000	9.00
013	REMOVAL WORK		LUMP SUM	450.0000	1.00
014	SHORING CRIBBING ETC		LUMP SUM	250.0000	1.00
015	STRUCTURAL EXCAVATION		CU YDS	8.0000	120.00
017	CLASS A CONCRETE		LUMP SUM	2,790.0000	1.00
018	3 FT X 25 FT / 30 FT	PRESTR SLABS	ONLY	380.0000	11.00
019	REINFORCEMENT		LUMP SUM	1,125.0000	1.00
020	METAL HANDRAIL		LIN FT	14.0000	70.00
6017J	EXTRA CLASS A CONCRETE		CU YD	90.0000	2.70
6019J	EXTRA REINFORCEMENT		LB	.2390	239.00

DATE: 10/20/67 — 7030

PREVIOUS VOUCHER NO.: 12218

CHECKED BY: CP/mo (OK)

ENGINEER OR AUDITOR: B. E. Brown

TOTAL CONTRACT ITEMS

_____ % RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7030	4 Final	315-1719-201 (41) 16.00 Dr. 315-1719-204 (41) 1,137.74 Dr.
	FEDERAL AID PROJECT NO.		
E ST/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	4.0000	13.010	52.04	52.04	
CU YDS	1.2500	653.300	816.63	816.63	
LUMP SUM	500.0000	1.000	500.00	500.00	
CU YDS	4.0000	47.710	190.84	190.84	
M GALS	3.0000	29.000	87.00	87.00	
CU YDS	3.5000	216.000	756.00	756.00	
CU YDS	3.4000	1,138.000	3,869.20	3,869.20	
TONS	10.9000	312.010	3,400.91	3,400.91	
LIN FT	3.5000	204.000	714.00	714.00	
LIN FT	4.5000	122.000	549.00	549.00	
ONLY	125.0000	2.000	250.00	250.00	
ONLY	35.0000	9.000	315.00	315.00	
LUMP SUM	450.0000	1.000	450.00	450.00	
LUMP SUM	250.0000	1.000	250.00	250.00	
CU YDS	8.0000	120.000	960.00	944.00	16.00
LUMP SUM	2,790.0000	1.000	2,790.00	2,790.00	
ONLY	380.0000	11.000	4,180.00	4,180.00	
LUMP SUM	1,125.0000	1.000	1,125.00	1,125.00	
LIN FT	14.0000	70.000	980.00	980.00	
CU YD	90.0000	2.700	243.00	243.00	
LB	.2390	239.000	57.12	57.12	

TOTAL CONTRACT ITEMS	22,535.74	22,519.74	16.00
——— % RETAINED ON CONTRACT ITEMS		1,137.74	1,137.74
FORCE ACCOUNT			
TOTAL PAYMENTS	22,535.74	21,382.00	1,153.74

RECEIVED
NOV 3 - 1967
FOR FILING

315-1719

7030

November 2, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7030 awarded to M. C. Lininger and Sons, Inc., for grading, paving, and structure on E Street in the city of Jacksonville in Jackson County was completed on September 29, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $1,153.74 will be released to the contractor after November 9, 1967. The total contract amount is $22,535.74 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 2 - 1967
For ref. to
315-1719
7030

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1967 on Contract No. 7030. The contract was with M. C. Lininger and Sons, Inc. and was for grading, paving and structure on the "E" Street Section in the city of Jacksonville in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. W. Maison
L. H. Young
F. D. Morgan
L. R. Chandler

315-1719

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Jacksonville ("E"St)		WEEK ENDING: September 30, 1967
		SECTION PREFIX: 315-1719
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: Jacksonville ("E" Street)	KIND OF WORK: Grading, paving and structure	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7030	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 29, 1967	DATE WORK STARTED: July 14, 1967	~~Original~~ COMPLETION DATE: September 29, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 75
PROJECT AUTHORIZATION: $ 25,914.09	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 24,071.31	ENGINEERING AUTHORIZATION: $ 1,842.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,071.31	ENGINEERING COST TO DATE: $ 1,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 98 %	DATE PROJECT WAS COMPLETED: September 29, 1967

Semi-final estimate to be submitted 10/~~5~~/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	825	1545			290
TOTAL QUANTITIES CORRECTED TO DATE	653	1430			312
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	653	1430			312
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:
1 - Truck mounted auger
1 - Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9699							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY	Clear	0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	Bridge subcontractor installing guard rail brackets, drilling holes for post and installing guard rail. Rogue River Paving Co. (Paving subcontractor) paved 5-foot shoulder on structure over guard rail brackets. This completes paving on project.
FRIDAY	Bridge subcontractor and 3 men installing 4-guard rail posts at end of stucture. Using compressor and air hammer to tamp around posts.
SATURDAY	

REMARKS

All work on this projectis now complete. Semi-final estimate will be submitted next week. This will be final weekly report.

SIGNED B. E. Brown LOCATION Medford
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 30 1967
FOR FILING

315-1719

7130

June 29, 1967

M. C. Lininger and Sons, Inc.
P. O. Box 1140
Medford, Oregon 97501

Gentlemen:

Yesterday we advised you that the State Highway Commission had accepted your proposal for grading, paving, and structure on East Street in the City of Jacksonville in Jackson County for the sum of $22,754.75. At that time it was referred to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Clearance was received today and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7090.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

Fred W. Hill, Member
Helix

NOTED
H. S. COX

June 22, 1967

Mrs. Jean V. Hewlett
City Recorder
City Hall
Jacksonville, Oregon 97530

Dear Mrs. Hewlett:

On June 22, 1967, the Oregon State Highway Commission opened bids on the 1967 Special City Allotment project on E Street in Jacksonville. The apparent low bid was submitted by M. C. Lininger & Sons, Inc., of Medford and the anticipated cost based on the bid is as follows:

Contractor's bid	$22,754.75
Anticipated additional items	280.00
Total.....	$23,034.75
Engineering & contingencies (12-1/2%)	2,879.34
Total.....	$25,914.09
City's estimated share of prelim. eng'ring	89.95
TOTAL ANTICIPATED COST.....	$26,004.04

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $1,000 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAY 29 1967
FOR FILING

311-1119
7030

May 24, 1967

MISC. CONTRACTS and
AGREEMENTS No. 5[illegible]

City of Jacksonville
City Hall
Jacksonville, Oregon 97530

Gentlemen:

Enclosed for your files is a fully executed copy of a construction finance agreement covering the "E" Street (Oregon Street-4th Street) Section in your city.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

0.10 Mile
75 Cal. Days (Sept 15, 67)

Section Jacksonville (E" ST) Project Allotment $ 36,500

Highway City ST

County Jackson 5-18-67

Kind of Work G, P, & Struct

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 28,128.50

Anticipated Additional Items:

6 Cal. / 31,644.56 × [illegible] = 225.44

	$	28,128.50
Engr. & Cont. (12½%)		3516.06
Total	$	
Credit for Maint. Rock		
Estimated Net Authorization, Constr.	$	31,644.56
		535.44
		32,180.00

RECEIVED
MAY 18 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Jacksonville ("E" St.) Section

Summary of Estimate

Item	Unit	Quantity	Unit Price	Amount
Ditch Excavation, Unclassified	Cu. Yds.	12	4.00	48 -
General Excavation, Unclassified	Cu. Yds.	825	1.50	1,237.50
Finishing Roadbed & Slopes	All	All		200 -
Trench Excavation	Cu. Yd.	45	4.00	180 00
Watering	M-Gal.	40	4.00	160 -
3" - 0 Material in Base	Cu. Yd.	235	5.00	1,175 -
Stone Base	Cu. Yd.	1,310	4.00	4,419 -
½" - 0 Aggregate in Prime Coat	Cu. Yd.	12	10.00	120 -
RC-250 Asphalt in Prime Coat	Ton	2	80.00	160 -
Class "B" Asphalt Concrete	Ton	290	12.00	3,480 -
12 inch Culvert Pipe	Lin Ft	240	3.75	900 -
18 inch culvert Pipe	Lin. Ft.	50	5.50	275 -
Concrete Inlets, Type G-1	One	2	150.00	300 -
Extra For A.C. Concrete Approaches	One	8	50.00	400 -
		Total		15,054.50

Pl. _____

No. _____

AP No. _____

ESTIMATE OF COST

Date _____

Jacksonville ("E" St.) Section Bridge Ht _____

Cole St. Highway

Jackson County

Bids Rec'd. _____

No.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
		STRUCTURE		
	All Req'd.	Removal Work		2,000.00
	All Req'd.	Shoring, Cribbing, etc.	L.S.	1000.00
	12 Cu. Yds.	Structural Excavation	5.00	60.00
	10 " "	Structural Excavation Below Elevation Shown	7.00	70.00
	All Req'd.	Class "A" Concrete (32 Cu. Yds @ $100.)	L.S.	3200.00
	11 Only	3' X 25'/30' Prestressed Slabs	400.00	4400.00
	All Req'd.	Reinforcement (4700 Lbs @ $0.20)	L.S.	940.00
	72 Lin Ft.	Metal Handrail	12.00	864.00
			-	13,074.00
		Grading		15,054.50

For Comparison of Bids 28,128.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	28,128.50
Anticipated Additional Items:	
Sub Total	28,128.50
Engr. & Cont. (12½ %)	3,516.06
Estimated Net Authorization, Constr.	31,644.56

RECEIVED
MAY 19 1967

COMMISSIONERS
HERMAN P. MEIERJURGEN CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT PORTLAND
LEONARD N. HALL, CHARLESTON
315-1212
7030

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 15, 1967

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Listed below in conjunction with our comments are the titles of the proposed highway projects mentioned in your April 27, 1967 letter:

North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County.

Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County.

South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County.

Jacksonville ("E" Street) Section, City Street, Jackson County.

NOTED
F. B. KLABOE

We anticipate no fishery conflicts as a result of construction on the above projects.

Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

The 800-foot-long channel change shown on Johnson Creek is on a four percent grade. Large boulders should be placed in staggered locations to break up the increased stream velocities caused by the increased gradient.

We appreciate the opportunity to comment on these projects.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

May 10, 1967

NOTED
H. S. COX

Mrs. Jean V. Hewlett
City Recorder
City Hall
Jacksonville, Oregon 97530

Dear Mrs. Hewlett:

Enclosed are three copies of an agreement covering the 1967 Special City Allotment project on "E" Street.

Please have the Council consider the contents of the agreement and if they approve, have the Council adopt a resolution similar to the enclosed sample authorizing the Mayor and you to sign the agreement. Return all three signed copies of the agreement, accompanied by three signed copies of the resolution to this office. After certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's records.

In order to take advantage of good construction weather and to receive the most favorable contract prices, it is hoped that this project can still be scheduled for our June 15, 1967 bid opening. In order to accomplish this, the following items would need to be handled at your earliest convenience:

1. Approval of attached agreement.

2. Approval of preliminary bridge plans forwarded to the City. on April 12.

3. Approval of preliminary plans forwarded to the City on April 20, noted by you excepting that portion of "E" Street from 4th Street to 5th Street.

If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr
Encl.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

TO: FILES

SUBJECT: 1967 S.C.A. Project Est. - Jacksonville

FROM: Richard Unrein

DATE: 4 - 13 - 67

At 8pm, April 12, I attended a meeting with Mayor Bowman and 4 councilmen. I presented preliminary bridge plans for their approval. Also reviewed preliminary rdwy. plans with them.

I stated that our estimates weren't complete, but a rough cost would be the following:

Structure	$ 13,800
Rdwy	22,000
City share P.E.	700
ROUGH TOTAL	$ 36,500

They stated that they didn't know how much money they had, so would like to take a few days to review their budget. The bridge plans met with their approval and will be forwarded soon. They may request that project be shortened to two blocks instead of three blocks to stay within their budget.

cc: F.B. KLABOE

Richard Unrein
(SIGNATURE)

PLEASE REPLY HERE

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
MAINOR C. HOLMES

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Commissioners
J. Par Metker, Bend
[illegible]
Wayne C. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Fregough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
FEB 28 1967
[illegible]

315-1717
7030

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

February 21, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have received field investigational reports on two projects as follow:

1. Prospectus; E Street (Jacksonville) Section, City Street, Jackson County.

2. Plantitle; Lapine State Recreation area, The Dalles-California Highway, Deschutes County.

Neither of the above projects will have an adverse effect on wildlife resources, consequently they are approved.

We appreciate the opportunity to comment on this work.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
2-23-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (2)
fp

Routing
Morgan
Ducker
Bond
Barbon
Walker
Glenn
Swan
Morlock
Trout
Scott
Wille
Litchfield
Olsen
RECEIVED
FEB 1 3 1967
CONSTRUCTION

NOTED
RICHARD UNREIN

CITY OF JACKSONVILLE

P. O. BOX 502
JACKSONVILLE, OREGON
97530

Feb. 17, 1967

NOTED
H. S. COX

Richard Unrein
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Unrein:

I have reviewed the diagram of the proposed bridge construction and it meet with my approval.

The attached is a description of my property upon which you may stock pile 2000 yards of surplus dirt.

Beginning at a point on the Northeasterly line of F Street in the City of Jacksonville, North 67° West 100 feet from the West line of Fifth Street; thence North 37°West along F Street, 171 feet; thence Northeasterly 488.6 feet to the Northeast corner of tract described in Volume 185, page 46, Deed Records, of Jackson County, Oregon; thence Southeasterly 99.7 feet to the Northwest corner of tract described in Volume 188, page 597, Deed Records of Jackson County, Oregon; thence along west line of said last mentioned tract, South 56°15' West, 237 feet and South 23°19' West parallel with Fifth Street 250 feet to the point of beginning. (Code 63-48 T. L. 22)

If you have any questions please contact me.

Yours truly
A. C. Bowman
A. C. Bowman
Mayor

ACB:jvh

Copy to: Bill Sangster
LL. Wallace

RECEIVED
FEB 20 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON ASPELL

Salem, Oregon
February 9, 1967

1967 Special City Allotment Project
"E" Street
City of Jacksonville

Mr. J. E. Morelock

O F F I C E

The survey data on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

In order to allow for future widening of structure over Jackson Creek and keeping costs low, structure should be a 32' wide concrete slab span with no concrete safety curb. Metal guardrail could be bolted to the sides of the structure for safety rail.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mr
Att.

2-9-67
Called Mainor Holmes and he gave his verbal approval to this type Consk. Letter forth-coming RU.

NOTED
MAINOR C. HOLMES

NOTED

RECEIVED
FEB 0 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Oregon State Highway Department
"E" Street (Jacksonville) Section
City Street
Jackson County
January 1967

ESTIMATE OF COST

	Item	Unit	Total Quantity	Unit Price	Total Amount
1.	Clearing & Grubbing (City)	All			$
2.	Ditch Excavation	Cu.Yd.	10	3.00	30.00
3.	General Excavation, Unclass	Cu.Yd.	1,480	1.50	2,220.00
4.	Finishing Roadbed & Slopes	All	All		200.00
5.	Trench Excavation	Cu.Yd.	30	4.00	120.00
6.	Watering	M-Gal	80	3.50	280.00
7.	Stone Base	Cu.Yd.	1,750	3.75	6,562.50
8.	3/4"-0 Mat. in Base & Shldr.	Cu.Yd.	460	4.00	1,840.00
9.	3/4"-0 Mat in Prime Coat	Cu.Yd.	20	6.00	120.00
10.	Asphalt in Prime Coat	Ton	3	75.00	225.00
11.	Class "B" Asphaltic Concrete	Ton	420	10.00	4,200.00
12.	12" Culvert Pipe	Lin.Ft.	280	3.75	1,050.00
13.	18" Culvert Pipe	Lin.Ft.	50	5.00	250.00
14.	Catch Inlet Type "G"	Each	1	125.00	125.00
15.	Extra for A.C. Conc. Appr.	Each	7	40.00	280.00
	Bridge Const. 32 x 24	Sq.Ft.	768	16.00	12,288.00
	Total Contract Bid Items				$29,790.50

Additional Anticipated Items

Utility Adjustment (By City)	
Cost for Partial Storm System Construction	590.00
Total Contract Bid Items and Additional Anticipated Items	30,380.50
Engineering and Contingencies (+20%)	6,076.50
GRAND TOTAL	$36,457.00

801.36
$37,258.36

NOTED
JON HARWELL

Oregon State Highway Department
"E" Street (Jacksonville) Section
City Street
Jackson County
February 1967

REPORT OF SURVEY

The westerly end of the project is at the intersection of Oregon Street and "E" Street (station 100+00). The easterly end of the project is at the intersection of 5th Street and "E" Street (station 107+86.20). The alignment follows the center line of "E" Street. The overall length is 0.14 mile.

The field survey was started on January 23, 1967. Monuments set by McGinty (R.L.S.) for Jacksonville City Survey were located and used to establish the center line of "E" Street.

This location is for a 2-lane street section with (2) 11-foot travel lanes and 4-foot shoulders. An existing timber structure with concrete abutments over Jackson Creek at station 102 is to be replaced with a new structure 32-feet wide by 24-feet long.

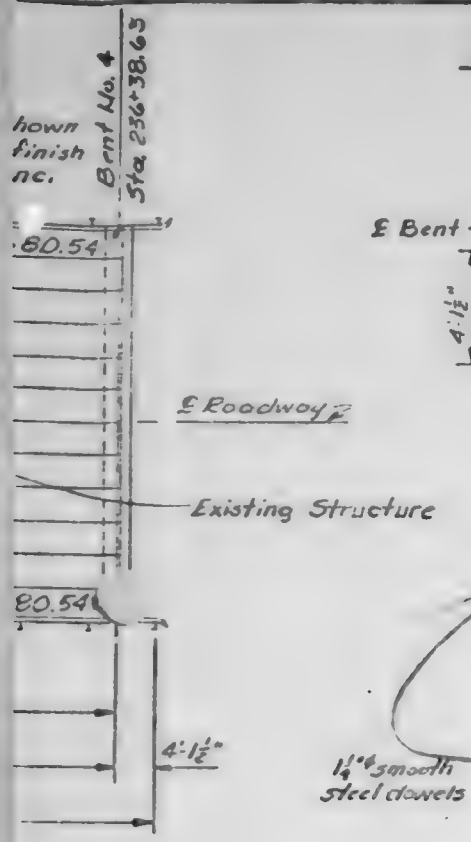
Mayor Bowman of the City of Jacksonville was contacted on Friday January 27, 1967 and the following items were discussed: drainage problem existing at the southeast corner of 5th and "E" Streets. Mayor Bowman is aware of this problem and feels that, if the City can afford it, a partial storm drain system, consisting of a catch inlet and culvert extending across "E" Street should be installed at the time of construction and the extension of said system to the creek to be done at a later date. The approximate cost for this partial storm system is $590. An existing retaining wall, station 105+56 to 106+46, 22.3 feet left, would require modifying the standard typical section to allow paving (max. 1½" thick) to the wall, over the shoulder area, and sloping pavement at wall for drainage. Clearing and grubbing, consisting of building, fence and tree removal and culvert salvage to be done with city forces at their expense and as directed. All utility adjustment will be the cities responsibility. Disposal area for excess material to be located 2 blocks northerly of the project on private property (Bowman), see Detail Map.

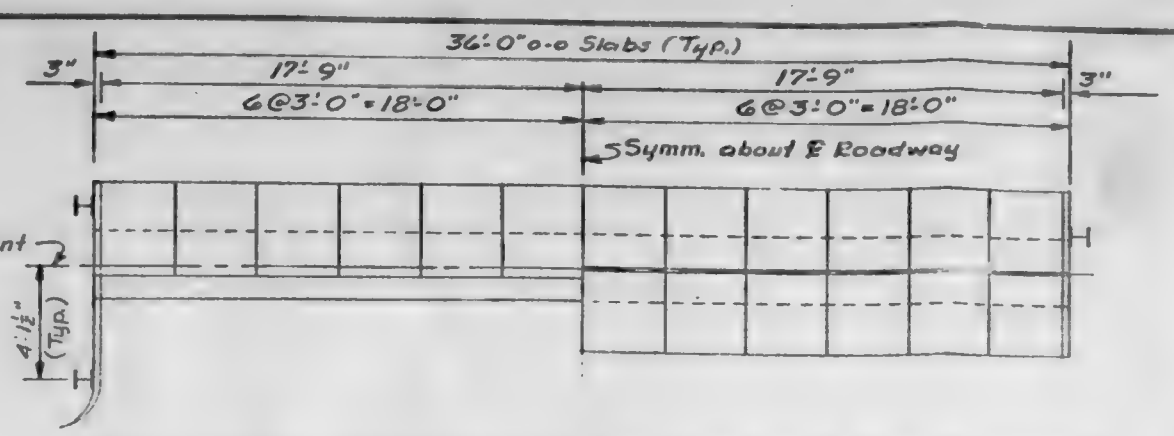
Work to be done by contract would include construction of 0.14 mile of street roadbed involving approximately 1,480 C.Y. of "General Excavation, Unclassified". The material excavated is excess material.

Installation of road approach and cross culverts and construction of ditches as shown on plans.

The construction of 0.14 mile of surfacing requires approximately 2,230 C.Y. of crushed material in the base and 420 tons of Class "B" Asphaltic Concrete. Commercial source will be used.

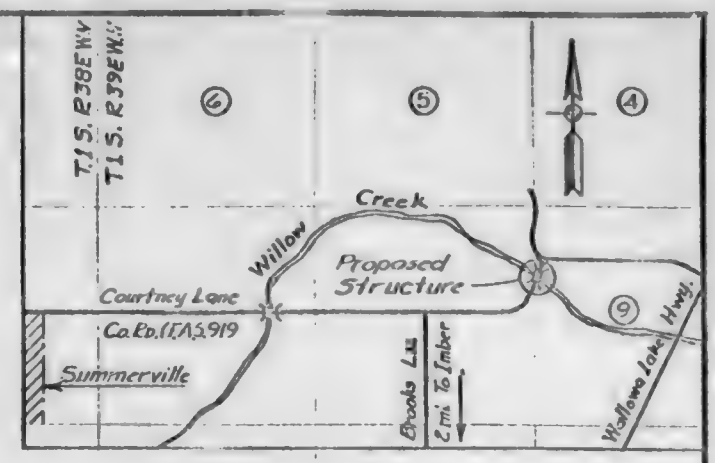
The construction of one bridge (Jackson Creek) 32'W.x24'L.





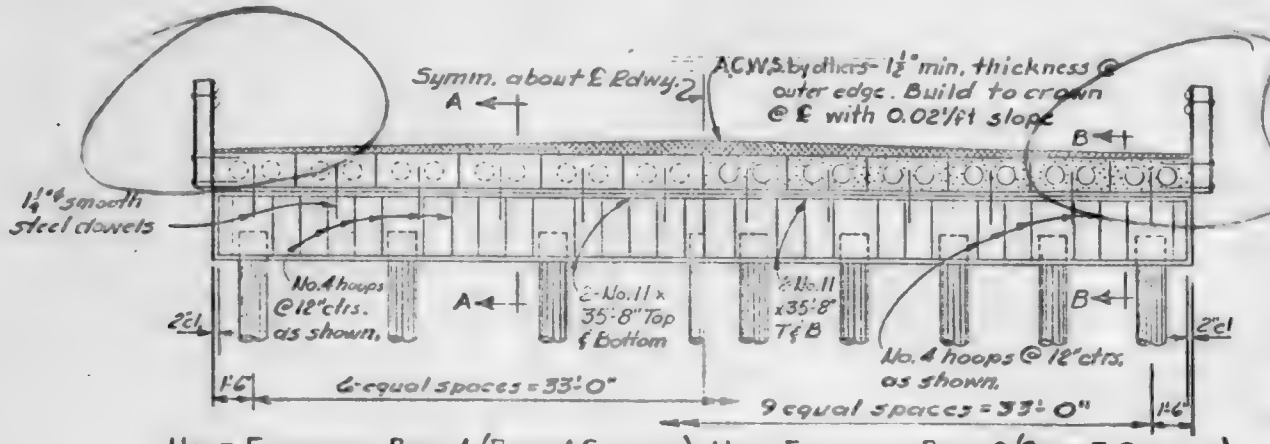
HALF PLAN BENT 1 (BENT 4 SIMILAR) HALF PLAN BENT 2 (BENT 3 SIMILAR)

Scale: ¼"=1'-0"



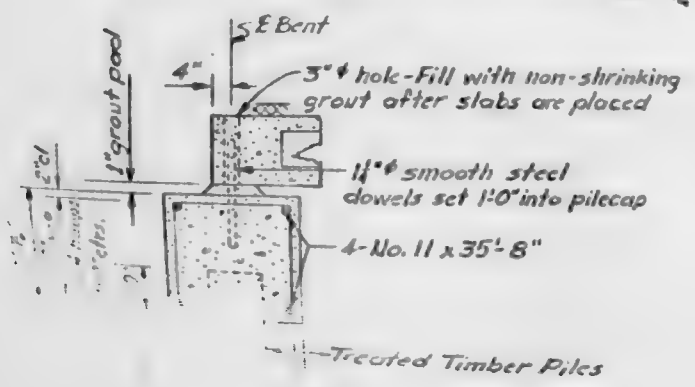
VICINITY MAP

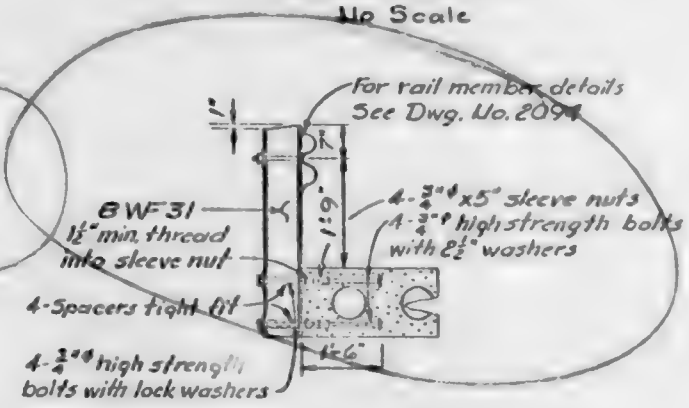
No Scale

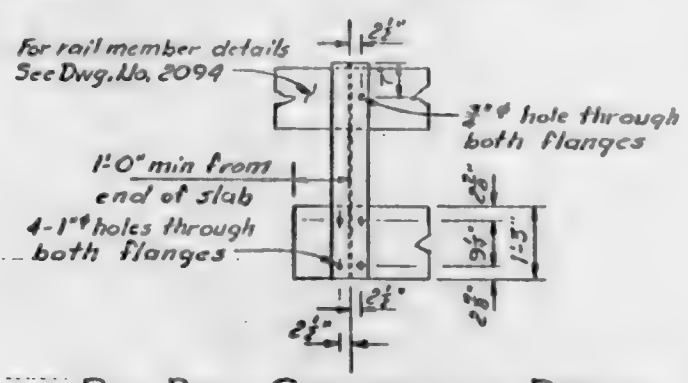

Symm. about ℄ Rdwy.
A
A
B
B
A.C.W.S. by others - 1½" min. thickness @ outer edge. Build to crown @ ℄ with 0.02'/ft slope
1¼"ø smooth steel dowels
No. 4 hoops @ 12" ctrs. as shown.
2-No. 11 x 35'-8" Top ℄ Bottom
2-No. 11 x 35'-8" T ℄ B
No. 4 hoops @ 12" ctrs. as shown.
2"cl
2"cl
1'-6"
6 equal spaces = 33'-0"
9 equal spaces = 33'-0"
1'-6"

HALF ELEVATION BENT 1 (BENT 4 SIMILAR) HALF ELEVATION BENT 2 (BENT 3 SIMILAR)

Scale: ¼"=1'-0"


℄ Bent
4"
3"ø hole - Fill with non-shrinking grout after slabs are placed
1" grout pad
1¼"ø smooth steel dowels set 1'-0" into pilecap
4-No. 11 x 35'-8"
Treated Timber Piles


For rail member details See Dwg. No. 2094
8 WF 31
1½" min. thread into sleeve nut
4-Spacers tight fit
4-¾"ø high strength bolts with lock washers
4-¾"ø x 5" sleeve nuts
4-¾"ø high strength bolts with 2½" washers
11'-9"
1'-6"



RAIL POST CONNECTION DETAIL

Scale: ½"=1'-0"

GENERAL NOTES:

Bridge designed for H.S. 20-44 loading with allowance for variable A.C. wearing surface.

All reinforcing steel except that used for prestressing strands shall be intermediate grade deformed bars. Bars No. 3 thru 11 inclusive shall comform to A.S.T.M. Specifications for A 305 steel and shall be lapped 20 dia. at all splices unless noted or shown otherwise. (fs = 20,000 p.s.i.)

See Dwg. No. 19848 for concrete and reinforcement in prestressed slabs.

All bolts, nuts, washers, railpost and other hardware shall be hot-dip galvanized.

All treated timber piles shall be driven to a bearing value of not less than 25 tons/pile.

All materials and workmanship shall comform with the Specifications for Highway [illegible] State Highway

RECEIVED
JAN 26 1967
FOR FILING
7030

Prefix No. 315-1467

LOCATION PROSPECTUS
"E" STREET (JACKSONVILLE) SECTION
CITY STREET - JACKSON COUNTY

HIGHWAY: "E" Street, city of Jacksonville. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Oregon Street and "E" Street. The easterly terminus is at the intersection of 5th Street and "E" Street.

LENGTH: 0.15 mile.

PROGRAM: 1967 Special City Allotment Fund.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading, paving and structure. A vicinity map will be prepared for the proposed structure site. Reconnaissance is not necessary. Soils investigations will be conducted. Some drainage problems are anticipated on the easterly end of the project.

TYPICAL SECTION: Two 11-foot travel lanes and 4-foot shoulders.

BRIDGE: Existing timber structure with concrete abuttments over Jackson Creek to be replaced. New structure to have 32-foot horizontal clearance. The necessity of sidewalks to be determined during the survey.

BASE DESIGN: Tentative base design for construction is:

Paving	3 " A.C.
Top Course Base	2 " Leveling
Bottom Course Base	12-1/2" Crushed Base
Total Depth	17-1/2"

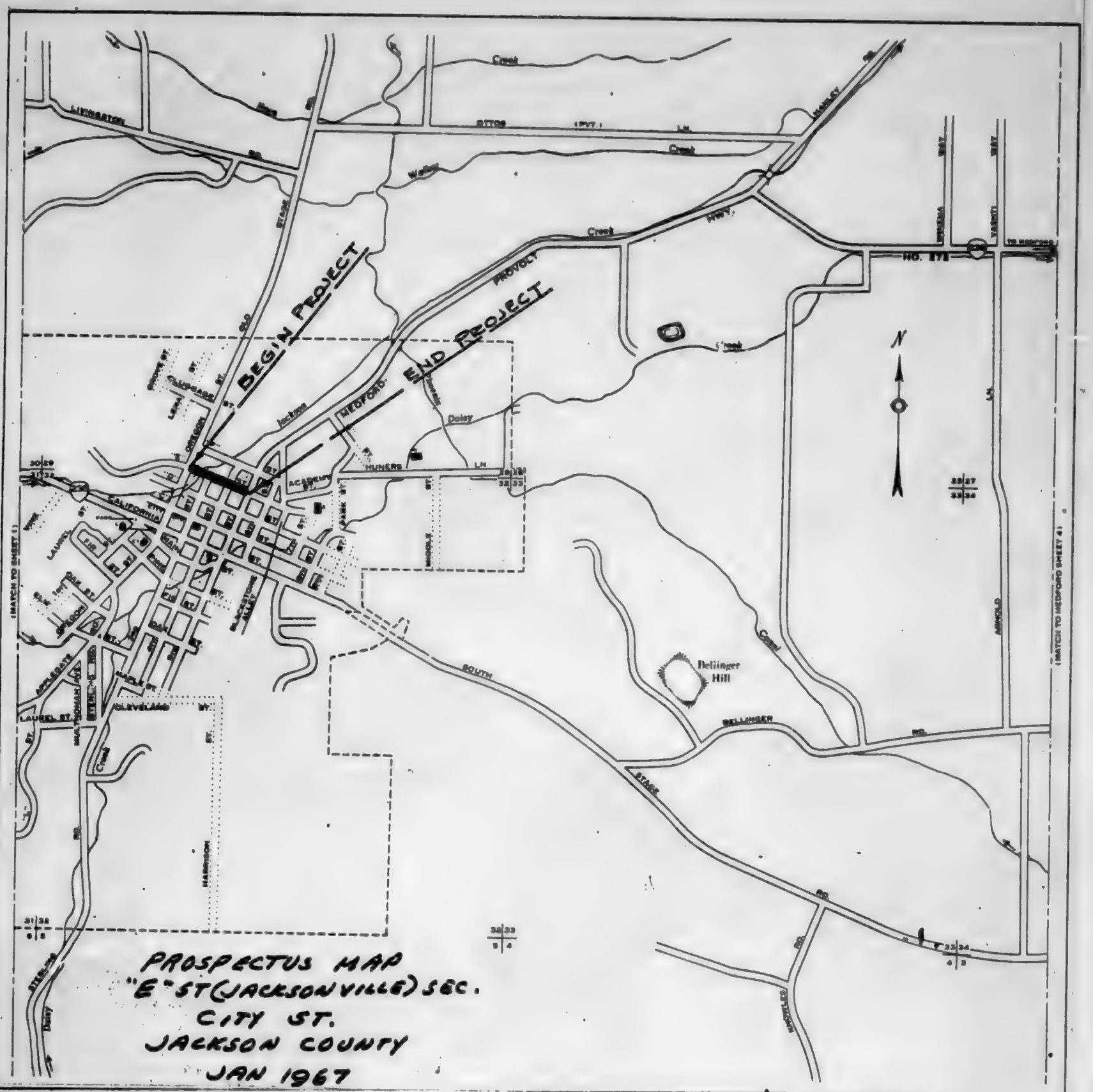
MATERIALS: Sources of material to be commercial or located and referenced to the line during the survey.

ADDITIONAL FACILITIES: There are no railroads or airports affected.

RECEIVED
JAN 26 1967
OFFICE OF
HIGHWAY ENGINEER
NOTED
R. L PORTER
NOTED
FORREST COOPER

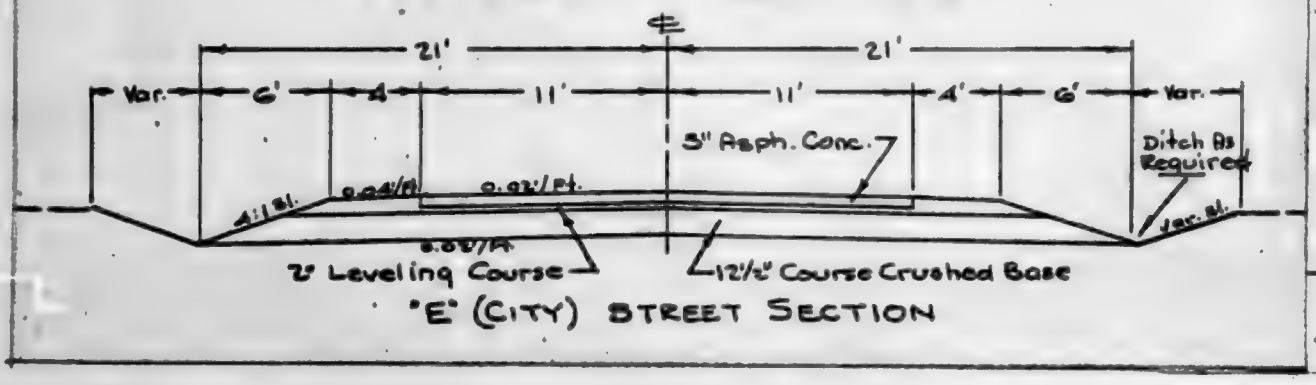
AGREEMENTS: Routine negotiations for a Special City Allotment project. City to make utility adjustments if required.

January 20, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A.D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
W. H. Tebeau
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP
"E" ST (JACKSONVILLE) SEC.
CITY ST.
JACKSON COUNTY
JAN 1967

TYPICAL SECTION



"E" (CITY) STREET SECTION

JACKSONVILLE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,219

Scale in Feet

Revised November 1965

SHEET ARRANGEMENT

SHEET 3 OF 3 SHEETS

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 7 1967
Fish Filing
[illegible]
220

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1967

JAN 25 1967

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Editor
Engineer
Young Fish Culture
Research
Engineering
Fish Res.
Eco-Ed.
Finance
Comm.
DIVISION

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

"E" Street (Jacksonville) Section, City Street, Jackson County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

Enc.

S.N.R. 3-2-67

Dear Mr. Morgan,

We concur with the Oregon Game Commission comments in their ltr. to you dated Feb 21, 1967 that reads, "no adverse effects".

Burt Carnegie
Hydraulic Engr.

cc: DGC

Form E-30—2500—8-56

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

RECEIVED
RICHARD UNREIN

Section "E" Street (Jacksonville) Date January 4, 19 67

Highway ~~City of Jacksonville~~ City Street Authorization No. 1

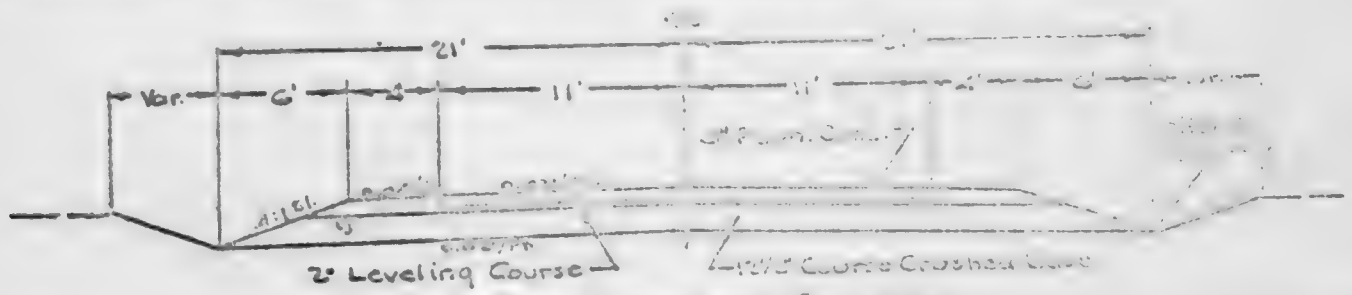
County Jackson Division 3 Survey Prefix 315-1467
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of Oregon Street and "E" Street, thence easterly along the center line of "E" Street to the intersection of "E" Street and 5th Street (M.P. 19.79 Medford-Provolt Hwy.), the easterly terminus.

The overall length of the project is 0.15 mile.

TYPICAL SECTION



Purpose of survey: Conduct field survey, prepare plans, specifications and estimate of cost for grading, paving and structure.

SPECIAL CITY ALLOTMENT FUNDS

Estimate of cost:

Field	(901)	$ 850
Plans	(905)	500
Bridge	(906)	~~1,450~~ 1000
~~Rural~~	~~(908)~~	~~200~~
Soils	(910)	~~500~~ 200

Total estimated cost of survey . . . . . $ ~~3,500~~

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Earl C Lundy
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing 97006

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section "E" Street Highway CITY OF JACKSONVILLE County JACKSON Prefix

Proj. Engr. approx. Length 0.14 Miles. From W. Cro. & St. to 5th Street Date 12-16-66

Design A.A.S.H.O. 17 Traffic Coefficient 6.5 18 Kip e.s.a. per day 12.1.

Normal Precipitation 19"± (Medford) Frost Penetration ---------.

Design Soil	
30	L.
10	PI
97	SP 10
77	SP#0
3	Gravel
9	SC Sand
11	SP Sand
444	Silt
33	Clay
12	mm Value

3.0" of Asphaltic Concrete
2.0" of 3/4"-0 Dense Course w/Binder
12.5" of Crushed Base
(1) Silty Clay

BASIC CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the engineer.

Use the substitutions shown below for "One Total Requirement" column to obtain required thicknesses in table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed base
1.0"	Oil Mat.	=	1.1" Crushed base
1.0"	Double Bituminous Surface (for 2 bituminous applications) (plus supplementals.)	=	0.8" Crushed base

One Total Req.			
	6.0	3.0	A.C.
	2.0	2.0	Com
	12.5	12.5	Cr. Base
20.5	20.5	17.5	

RECEIVED DEC 27 1966 OFFICE OF STATE HIGHWAY ENGINEER

NOTED F. B. KLABOE

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Bridge Engineer
County - City (2)

SECTION: "E" STREET

HIGHWAY: CITY OF JACKSONVILLE

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 640 (Total)

B. Future ADT (1985) 1100 (Total)

C. Mean ADT 870 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .02 x (C) 870 = 17.4

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 17 x (H) 100 % = 17

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.5

SECTION: "E" STREET

HIGHWAY: CITY OF JACKSONVILLE

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.14± mi) project. See Items 6 and 12.

Jacksonville

NOTE: (1) Please include proper titles for women officials---
i.e., Miss or Mrs.
(2) Write "To be appointed" if an officer not presently
elected will be chosen later. Give date if possible.
(3) Return this form to: 11-18-66

H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon

City Jacksonville

City Hall Address P. O. Box 502

City Hall Zip Code 97530

City Hall Phone No. 899-1231

	NAME	Telephone No. *	Ext.
City Manager			
Mayor	A. C. Bowman	899-1444 home	
City Recorder	Mrs. Jean V. Hewlett	899-1231	
City Attorney	E. B. Hogan	773-6687	
City Engineer			
four year terms Councilmen	William Jones	899-1629 home	
	Allen Wilkes	899-1416 home	
	Floyd Wyatt	899-1217 home	
two year terms			
	Gene Barlow	899-1380 home	
	William Bergen	899-1840 home	
	Malcolm McDowall	899-1843 home	

* Please give prefix, if any, in full.

RECEIVED
NOV 18 1966
ENGINEER
COUNTY & CITY DIVISION

OCT 27 1966
FOR FILING

315-1719
7230

CITY OF JACKSONVILLE

P. O. BOX 502
JACKSONVILLE, OREGON

Oct. 25, 1966

State Highway Department
Salem, Oregon

Gentlemen:

This is in response to your letter of September 16, 1966. Pursuant to your request, this is to advise you that the City of Jacksonville is willing and able to pay all costs of the proposed improvement of "E" Street between Oregon Street and Fifth Street in excess of $25,000. I trust that this assurance will be sufficient to permit the consideration of the City's application for assistance under the Special City Allotment Program.

If anything further is required, please advise.

Yours very truly,

Alvin C. Bowman

Alvin C. Bowman, Mayor
CITY OF JACKSONVILLE

ACB:jh
cc: Glenn Jackson

OCT 20 1966
OFFICE OF
STATE HIGHWAY ENGR.
NOTED
R. L PORTER

DF @ 15 min - 10/6/66
OCT 10 1966
FOR FILING

MEMO TO FILES:
315-1719
2030

NOTED
R.L. PORTER

RECEIVED
OCT 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

On Tuesday, October 4, 1966, the undersigned attended a City Council meeting (minus the Mayor) at Jacksonville and discussed the City's requested 1967 Special City Allotment project on "E" Street with members of the Council.

The City's main concern was the preliminary estimate of cost ($44,000) for reconstructing the roadway and the structure over Jackson Creek. They said they had contacted a private contractor and that he had quoted a price considerably under our estimate. I told them that this may well be the case, as this quoted price would most likely be based upon a design substandard to the State's tentative design and would most likely not reflect an item for engineering. I reviewed the tentative design used in our estimate with the Council, and stated that the following varibles could appreciably affect the final cost:

a. The thickness of coarse base material necessary (12" base material used on preliminary estimate).

b. Possible salvage of existing concrete abuttments on structure over Jackson Creek. (Preliminary estimate reflected no salvage).

c. Solution of drainage problem on east end of proposed project (Possible increase over that used in preliminary estimate).

d. Contractor's actual bid on contract items as to that estimated by our Cost Analyst Section.

I said that at this time, I believed the preliminary estimate of $44,000 to be realistic for preliminary estimating purposes and that it should suffice until further studies were conducted. The Council stated that they felt that the final cost would be under our preliminary estimate, and that Mr. Jackson had told them that they could cancel out upon the opening of bids for the project if they so desired; therefore, they were going to pursue the project in its entirety. They also felt that they may receive some aid from Jackson County,

as traffic generated on county roads used "E" Street as a short cut to Medford.

A letter of the City's intent will be forth coming.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:nr

cc: R. L. Porter
F. B. Klaboe

NOTED
H. S. COX

September 16, 1966

Honorable Alvin C. Bowman, Mayor
City Hall
Jacksonville, Oregon

Dear Mayor:

Herewith is the estimated cost of the September 1, 1966 reconnaissance investigation of the city's request for improvement of "G" Street between Oregon Street and 5th Street under the 1967 Special City Allotment Program.

This estimate is based upon providing 22 feet of asphaltic concrete pavement with 4-foot graveled shoulders and constructing a 32-foot wide concrete slab structure over Jackson Creek.

Roadway Construction	$27,500
Concrete Structure	16,500
TOTAL ESTIMATED COST.....	$44,000
Special City Allotment Funds	25,000
ESTIMATED CITY SHARE OF PROJECT.....	$19,000

Jacksonville's request, along with fifty-five other requests, will be presented to the State Highway Commission within the next few months for consideration of construction under the Special City Allotment Act (ORS 366.805). In these instances where a city is to participate in the total construction cost of a project the Highway Commission will only give consideration to those cities which submit a letter stating that the City is willing and able to pay all costs in excess of $25,000.

Receipt of a letter, prior to November 1, 1966, stating Jacksonville's ability to pay its share of the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer
By

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RUmr

bc: F. B. Klaboe

NOTED
DON HARWELL

S.C.A. INVESTIGATION DATA

City of Jacksonville Date Sept 1, 1966 Division II
Street (s) _____
No. previous projects —
Last project — (year)
Total SCA Funds to date $ —

EXISTING

Surface now in place: A.C. ___ Oil X Gravel ___ Concrete ___
Surface width: 16' feet, Shoulder-shoulder width: ___ feet
C-C width: — feet, Right-of-way width: ___ feet

Remarks: [illegible] SEE REMARKS ON REVERSE SIDE. [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 3 inches, Base 12 inches
Length: 800 feet, 0.15 mile. Type curb: —

Remarks: [illegible]

ESTIMATE

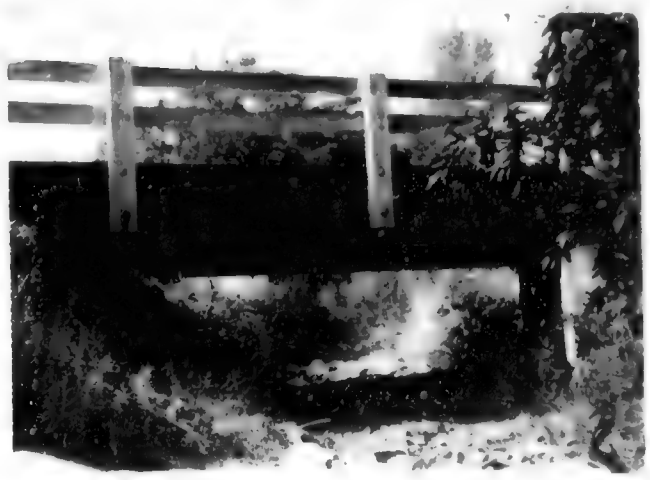
Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 500.00
General Excavation	c.y.	[illegible]	1.50	3675.00
Drainage Excavation	c.y.	[illegible]	5.00	175.00
Culvert Pipe 12"	lin. ft.	450	3.25	1462.50
Base Material (1-1/2-0)	c.y.	[illegible]	4.50	8100.00
Level Material (3/4-0)	c.y.	[illegible]	5.00	1875.00
Asphalt	ton	[illegible]	12.50	5000.00
Inlets Type D	ea.	4	150.00	600.00
~~Manholes~~ Under	ea. All	All	L.S.	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	60	4.00	240.00
Extra for Approaches	ea.	9	50.00	450.00
Adjust. ~~Inlets~~ and M.H.'s	ea.	4	75.00	600.00
Other Conc. Slope Pav.	All	All	L.S.	3,300.00

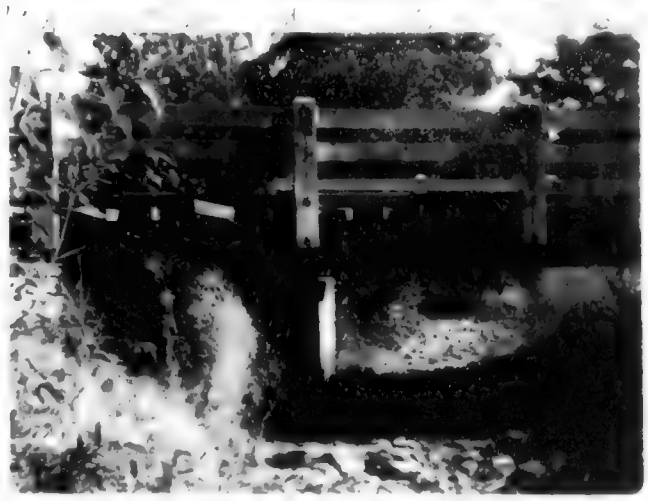
22,902.50

* Items include 10% allowance.

Total $ 36,735.50
Engineering & Contingencies (20%) 7,346.90
TOTAL $ 43,182.40
City's Estimated Share of Survey 850.00

TOTAL ESTIMATED COST $ 44,332.40





S.C.A. INVESTIGATION DATA

City of Ja Conde Date _____, 19___ Division III
Street (s) _____
No. previous projects _____
Last project _____ (year)
Total SCA Funds to date $ _____

EXISTING
Surface now in place: A.C. ___ Oil V Gravel ___ Concrete ___
Surface width: _____ feet, Shoulder-shoulder width: 32 feet
C-C width: _____ feet, Right-of-way width: 60 feet

Remarks: _____

PROPOSED (SEE REMARKS ON REVERSE SIDE.)
Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 22 feet Shoulder width: 4 feet C-C width: — feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base 12 inches
Length: 810 feet, 0.15 mile. Type curb: —

Remarks: Survey Line on West Side and Typ

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 500.00
General Excavation	c.y.	2,450	1.50	3,675.00
Drainage Excavation	c.y.	35	5.00	175.00
Culvert Pipe	lin. ft.	450	3.25	1,462.50
Base Material (1-1/2-0)	c.y.	1,800	4.50	8,100.00
Level Material (3/4-0)	c.y.	375	5.00	1,875.00
Asphalt	ton	400	12.50	5,000.00
Inlets	ea.	4	150.00	600.00
~~Manholes~~	~~ea.~~ All	All	L.S.	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	60	4.00	240.00
Extra for Approaches	ea.	9	50.00	450.00
Adjust, ~~Inlets~~ and M.H.'s	ea.	4	75.00	600.00
Other Conc. Structures	All	All	L.S.	6,330.00

22,902.50

* Items include 10% allowance.

Total $ 36,235.50
Engineering & Contingencies (20%) 7,246.90
TOTAL $ 43,482.40
City's Estimated Share of Survey 850.00

TOTAL ESTIMATED COST $ 44,332.40

Sept 1 [illegible]

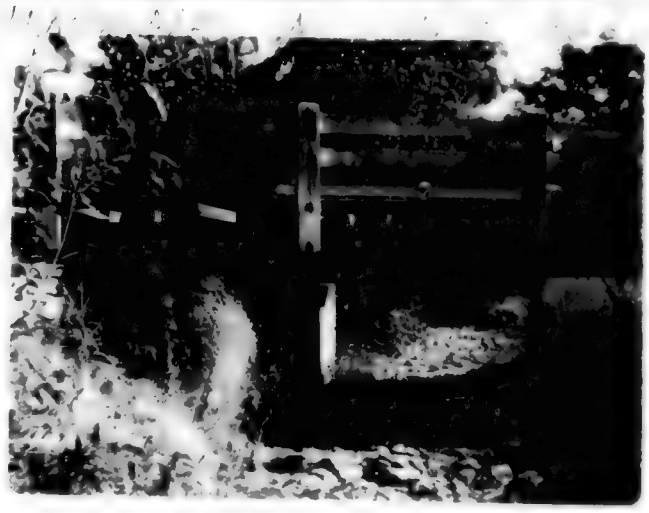
Met with Mayor Ted Lawson and thoroughly reviewed proposed project. I told him that total cost of project would be in the area of $40,000 just off the top of my head. I said I would give him written estimate figures by the 1st of next. In order to keep total cost to a min. and still provide adequate facility, we agreed to 2 - 11' driving lanes with 4' graveled shldrs.

Crossing in the area of 6th STREET is a problem. I advised him to begin problem with local D.M.S.

The water (16" cast iron) crossing should be over JACKSON CR. will have to be replaced by a conc structure. This should be a 32' concrete deck with 4 sidewalks over a 22' wide stream bed. Five 12" conc abutments are 8' long, 5½ high, and 1' wide.

Mayor Lawson said the City had very limited funds ($3,000-$4,000 MAX) and would have to approach Co. if project was to become a reality. He said that was uses "E" Street.

Richard Clinton



VALLEVILLE "E" STREET

Bridge Plan Cross Section

5' STREET

(NO sidewalks)

32' bridge width

Ted Kohl Est cost

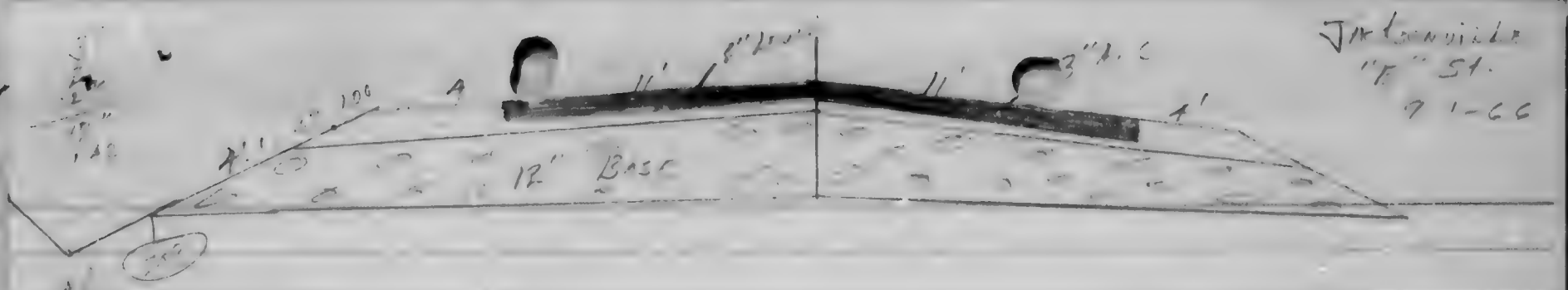
@ $20,000 13,333 structure

2,666 E & C. 20%

7-7-66 15,999

Ml.

$16,000



Jacksonville "E" St. 7 1-CC

Grad Exc. = $\frac{1.2 \times 11 \times 900 \times 1.1}{27}$ = 2,420 C.Y.

Sub Exc. = $\frac{2.0 \times 1.0 \times 40}{27}$ = 34 C.Y.

12" Base = $\frac{1.0 \times 3.3 \times 900 \times 1.43}{27}$ = 1,780 C.Y.

Mat. = $\frac{.1 \times 32.7 \times 900 \times 1.43}{27}$ (265) + $\frac{.25 \times 9 \times 900 \times 1.43}{27}$ (10%) = 372 C.Y.

3" A.C. = 44.1 X 9 = 397 Tons

Water = .0275 x (2,152) = 60 M-Gal.

Binder = .15 x $500/M = $ 225

Survey Cost 20

$\frac{19,484}{13,445} \times \$500 = \$$ 850 City of Lake Worth

SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Jacksonville Date 8-16-66

To be financed by Special City Allotment Fund and necessary city funds.

Street name E. Street
(Locate project on attached map.)

Project length 720 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: _____ feet

Remarks No Curbs Planned at this time

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 15 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes ___ No X

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ___ No X

Remarks _____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No X

Width between present curbs: _____ feet

City to construct curbs? Yes ___ No X

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ___ No X

Explain: _____

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AUG 17 1966
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COUNTY & CITY DIVISION

NOT
DO

NOTED:
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: none feet; Width:_____feet

Distance between present sidewalks: 0 feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: 0 feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks No Side Walks at This time

STORM SEWERS -

Now in place?. Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No___

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: approx. 6 feet

Remarks _____

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? Approx 3 feet

NOTED
RICHARD UNREIN

Remarks _____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks to be Responsibility of Property Owner - (Driveways)

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? P P & L & Calif-Pacific Utilities co -
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Northwest Bell

Railroad tracks? Yes ___ No X

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks _____

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes ___ No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes ___ No ___

Driveways? Yes ___ No ___

Remarks We have Shale & Granite pits. Plus Dump truck & Loading Equipment

GENERAL INFORMATION:

Are city finances available? Yes X No ___ a Very limited amount.

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

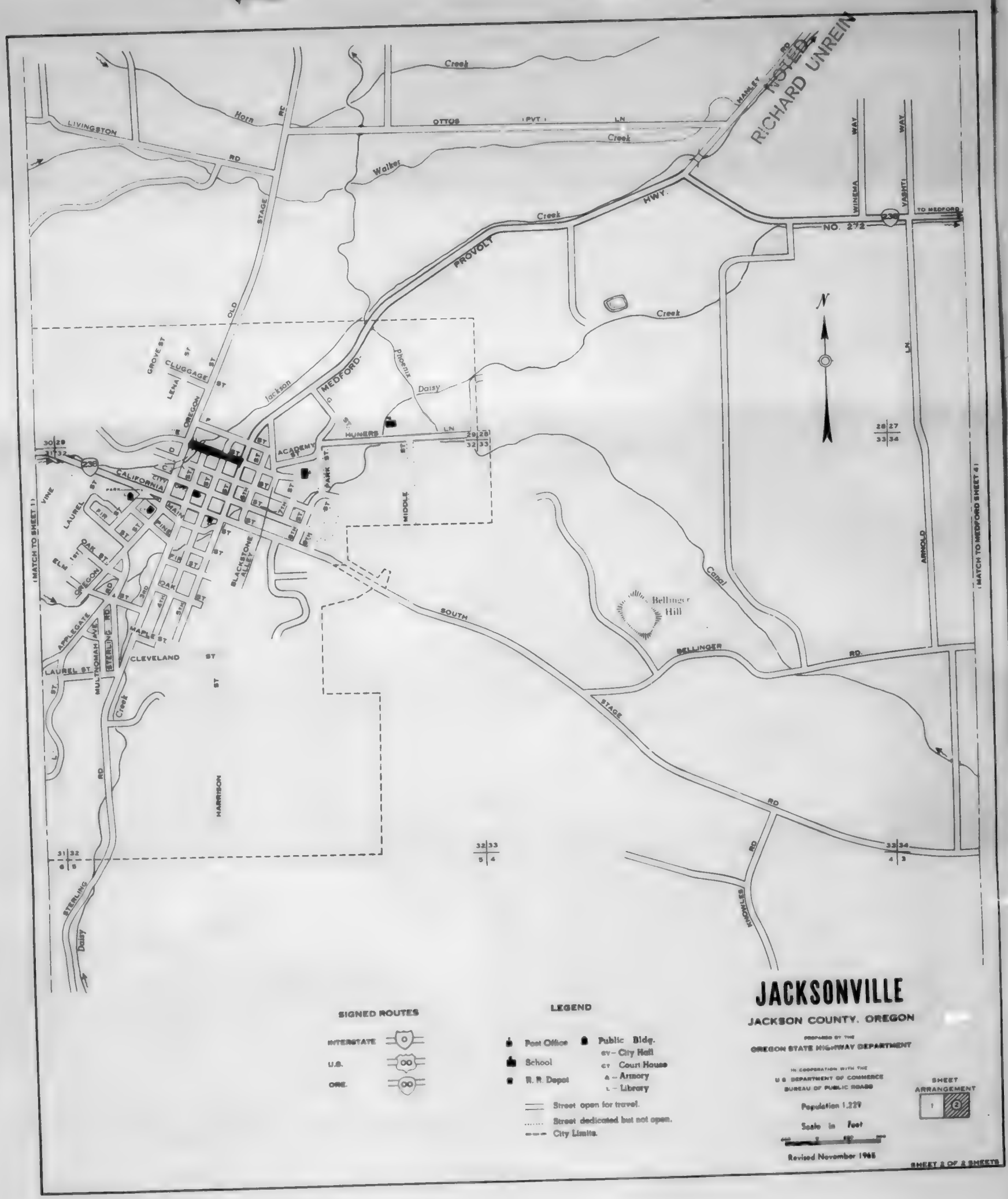
Please indicate site for disposal of excess excavated material: Approx 2 Blocks from project site on Jackson Creek, on Private Property.

General remarks: _____

By R. C. Bowman
Mayor

By _____
City Recorder or City Manager

By _____
City Engineer



SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cv – City Hall
- cr Court House
- a – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

JACKSONVILLE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,229

Scale in Feet

Revised November 1965

SHEET ARRANGEMENT

1 2

SHEET 2 OF 4 SHEETS

5-4-66

City of Jacksonville
Project Requests, Special City Allotment Fund

April 20, 1966:

Request: "E" Street (between N. Oregon and N. 5th, three blocks)
Hueners Lane (2000 feet)

To be investigated.

April 27, 1965:

Request: "E" Street (between N. Oregon and N. 5th, three blocks)

Excerpt from letter (RU) of 12/16/65: Investigation found the street was receiving heavy traffic but was generally in fair condition needing no major improvement at this time.

March 11, 1963:

Request: "E" Street (between N. Oregon and N. 5th, 3 blocks)
California Street (between 5th and city limits, 1200 feet)

Estimate Preliminary, $33,000.00

Excerpt from letter (RMA) of 1/31/64: In view of the City's decision not to furnish its share of the costs, the request was not approved for inclusion in the 1964 program.

December 22, 1959:

Request: "E" Street (between N. Oregon and N. 5th, 3 blocks)

Excerpt from Letter (HCA) of 11/3/1960: As your requested streets did not appear to be receiving excessive wear due to heavy and unusual traffic, the Commission did not approve your project in the 1961 program.

H. S. Cox
County and City Engineer

HSC:mm

May 4, 1966

NOTED
RICHARD UNREIN

4-19-66

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Jacksonville is an incorporated city of the State of Oregon and has a population of 1285 as given by the latest official census; and

WHEREAS, the following streets of said city,

E Street between North Oregon and North 5th (highway 238).

Hueners Lane from G Street to the Eastern city limits.

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APR 22 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Jacksonville does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor A. C. Bowman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19th day of April, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Jacksonville at a regular or special meeting of said Council, held on the 19th day of April, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of April, 1966.

Jean W. Hewlett
City Recorder

(cc-50, 1959 Rev.)

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cy – City Hall
- ct Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

JACKSONVILLE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,229

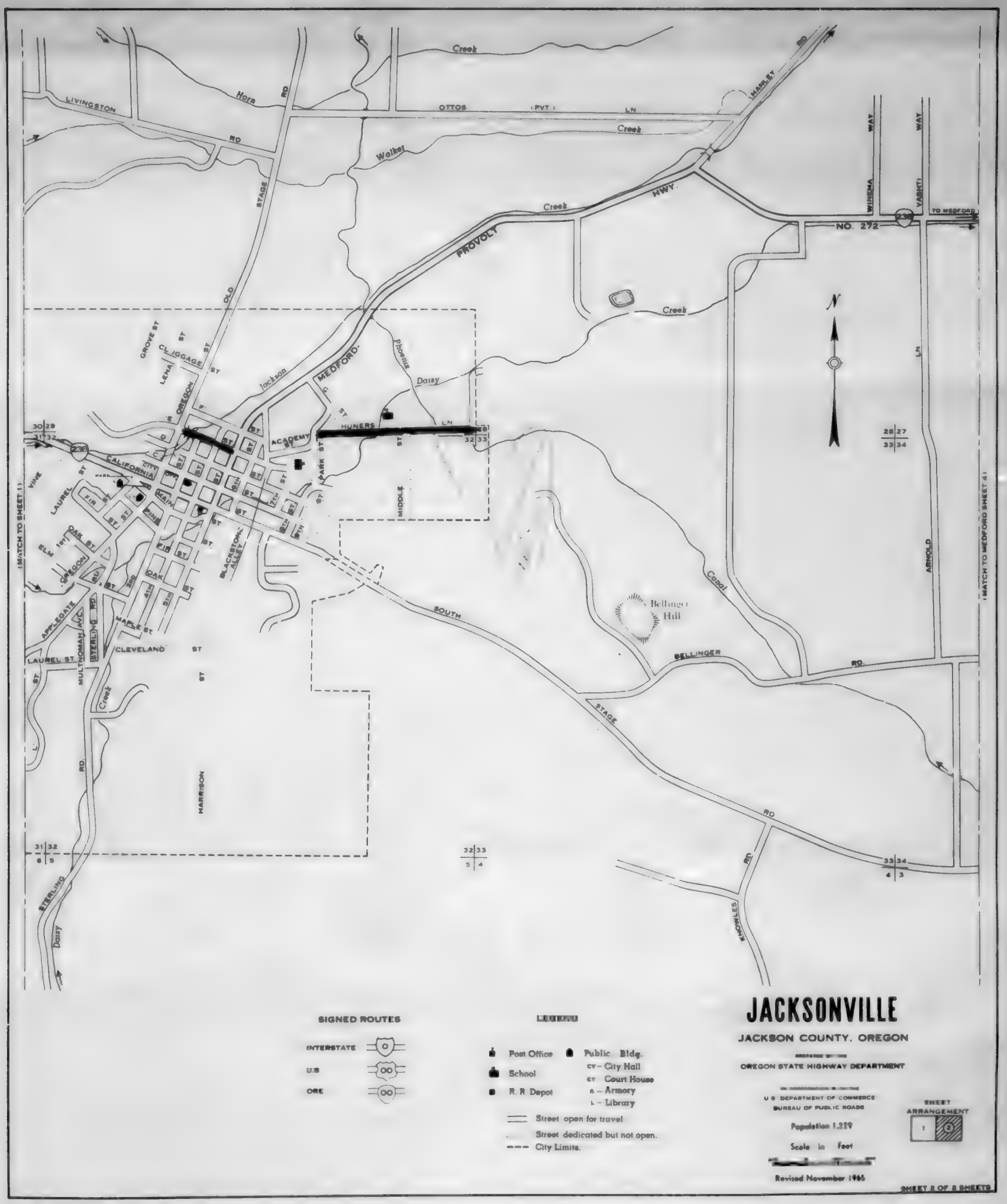
Scale in Feet

Revised November 1965

SHEET ARRANGEMENT

1 | 2

SHEET 3 OF 3 SHEETS



SIGNED ROUTES

INTERSTATE

U.S

ORE

LEGEND

Post Office

School

R. R Depot

Public Bldg.

cv – City Hall

cr Court House

A – Armory

L – Library

Street open for travel

Street dedicated but not open.

City Limits.

JACKSONVILLE

JACKSON COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,239

Scale in Feet

Revised November 1965

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

Jacksonville 5/10/66

Humers Ln looking west
from E. City limits

Note Phoenix Canal culvert is
approx 8' x 40' multi-plate

Humer Ln is oiled westerly from Phoenix Canal
Question R/w width on this
Road

K 5-0-5-6 4 1

Jacksonville 5/10/66

Humers Ln looking west
from Phoenix Canal.

oil mat 12' — 14' wide.
Question R/w width.
Beware of Dairy Creek &
Replacement of bridges with
Possible ditch.

K 5-0-5-6 4 1

18-8333	Chemult Rock Prod. Proj. on E. Diamond Lake & The Dalles-Calif. Hwys.	1967
#7031		

RECEIVED
DEC 2 - 1967
FOR FILING

18-8333

7031

December 1, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7031 awarded to M. C. Lininger & Sons, Inc., for the Chemult Rock Production Project of the East Diamond Lake and The Dalles-California Highways in Klamath County was completed on October 26, 1967, and accepted by the Highway Commission on December 1, 1967.

Final payment in the amount of $1,140.00 will be released to the contractor after December 8, 1967. The total contract amount is $23,420.88 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 1 - 1967
FOR FILING
18-8333
7031

December 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1967, on Contract No. 7031. The contract was with M. C. Lininger & Sons, Inc., and was for rock production on the Chemult Rock Production Project Section of the East Diamond Lake and The Dalles-California Highways in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

18-8333

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Chemult Rock Production		WEEK ENDING: November 17, 1967
		SECTION PREFIX: 18-8333
HIGHWAY: E. Diamond Lake and The Dalles-California		COUNTY: Klamath
NAME OF JOB: Chemult Rock Production Project	KIND OF WORK: Rock Production	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7031	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: October 10, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 25,931.25	SPECIFIED COMPLETION DATE: September 30, 1967	PERCENT OF TIME ELAPSED: 100% + 26 days
EXCLUSIVE OF ENGINEERING: $ 24,087.25	ENGINEERING AUTHORIZATION $ 1,844.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,200.88	ENGINEERING COST TO DATE $ 1,701.35	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.5 %	PERCENT OF AUTHORIZATION 92.3 %	DATE PROJECT WAS COMPLETED: October 26, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	N/A	N/A	N/A	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			15,921.63CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,921.63CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	~~WORK DAYS~~ CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Overcast			Routing
MONDAY 13	Overcast			
TUESDAY 14	Overcast/Cloudy			
WEDNESDAY 15	Fair			
THURSDAY 16	Fair			
FRIDAY 17	Fair			
SATURDAY 11	Overcast			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate submitted to Division Office November 17, 1967.

This will be final Weekly Report for this project.

SIGNED W.W. Robertson LOCATION Bend, Oregon

Dennis R. Hurst

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 30 1967

18-1333
1021

June 29, 1967

M. C. Lininger and Sons, Inc.
P. O. Box 1386
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 28, 1967, awarded to you State Highway Contract No. 7031 for the Chemult Rock Production Project on the East Diamond Lake and The Dalles-California Highways in Klamath County.

This award was based on your bid of $22,800.00 which was identical with a bid submitted by Hal Bailey Equipment Rentals, Inc., of Eugene to the Commission on June 22, 1967, for this project. The award to you was made by the flip of a coin.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 28 1967

FOR FILING

18-8333

7031

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1967

To: MEMO TO FILE

SUBJECT: Chemult Rock Production Project
Klamath County
Tie bids submitted by
M. C. Lininger and Sons, Inc.
and Hal Bailey Equipment Rentals, Inc.
at $22,800

Late this afternoon, Mr. Bailey came into this office to witness a toss of a coin for the award of the job. Mr. Porter and Mr. Klaboe were also present.

Mr. Bailey chose tails. I flipped the coin and it turned up heads. The contract will be awarded to M. C. Lininger and Sons, Inc.

Floyd Query

Floyd Query, Secretary

FQ:fkn

cc R. L. Porter

S-522(3) Drake Crk.-Warner Hwy. Sec. of FAS 807 (Leveling Course & Oiling) 1967

#7032

C4A 3341

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99597

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-69	00 [illegible]		[illegible]

Contract 7032
(1-522(3))

- Lake County
- Board of Commissioners
- Courthouse
- Lakeview, Oregon 97630

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Honorable George Carlon, Chairman			
Final Billing: Drake Crossing-Warner Highway Section FS 907. Covered by agreement dated June 9,1967.			
County advance deposit		[illegible].00	
Amount previously transferred		25,000.00	
			5,000.00
County share of construction costs		28,429.66	
Amount previously transferred		25,000.00	
			3,429.66
To be refunded			1,570.34

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt Journal Request: $_____

By _____

RECEIVED
OCT 10 1968
FOR FILING
S-522(3)
7032

October 9, 1968

General Insurance Company
of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7032 awarded to Morse Bros., Inc., for leveling course and oiling on the Drake Creek-Warner Highway Section of FAS 807 in Lake County was completed on July 1, 1968, and accepted by the Highway Commission on October 8, 1968.

Final payment in the amount of $5,858.13 will be released to the contractor after October 16, 1968. The total contract amount is $122,317.97 including $2,335.39 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 9 - 1968
FOR FILE
S-522(3)
7032

October 8, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 1, 1968, on Contract No. 7032. The contract was with Morse Brothers, Inc., and was for leveling course and oiling on the Drake Creek-Warner Highway Section of FAS 807 in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 8, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

LAKE COUNTY COURT

STATE OF OREGON

LAKEVIEW, OREGON 97630

C. W. OGLE
COUNTY JUDGE

GEORGE H. JACKSON
COUNTY COMMISSIONER

GEORGE CARLON
COUNTY COMMISSIONER

August 9, 1968

RECEIVED
DIVISION IV BEND
AUG 12 1968
ASE ADE DOD DOE
Assigned
Filed

E. J. Dunn
P. O. Box 1108
Lakeview, Oregon

Dear Mr. Dunn:

As per your request of July 1, 1968, we have inspected the new oil mat on the Drake Creek - Warner Highway Section.

We feel that this road has been completed to our satisfaction and therefor informyou that we will accept the work.

C. W. Ogle
C. W. Ogle, Judge

George Jackson
George Jackson, Commissioner

George Carlon, Commissioner

cc: J. F. Putnam, State Highway Dept.
Bend, Oregon

NOTED
DON HARWELL

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Drake Creek-Warner Highway		WEEK ENDING: July 13, 1968
		SECTION PREFIX: 519-1045
HIGHWAY: FAS 807		COUNTY: Lake
NAME OF JOB: Drake Creek-Warner Highway	KIND OF WORK: Leveling Course and Oiling	
CONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: 7032	FEDERAL AID PROJECT NUMBER: S-522(3)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 28, 1967	ESTIMATED COMPLETION DATE: July 1, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 119
PROJECT AUTHORIZATION: $ 149,221.68	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 132
EXCLUSIVE OF ENGINEERING: $ 138,610.36	ENGINEERING AUTHORIZATION: $ 10,611.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 123,054.42	ENGINEERING COST TO DATE: $ 15,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 11 %	PERCENT OF AUTHORIZATION . . . . . 141 %	DATE PROJECT WAS COMPLETED: July 1, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		7.56		8.69	
MILES PARTIALLY COMPLETED					
MILES COMPLETED		7.56		8.69	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		22,700 CY		6270CY-680T	
TOTAL QUANTITIES CORRECTED TO DATE		20,523 CY		5948CY-624T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		20,523 CY		5948CY-624T	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Partly Cloudy Warm			
FRIDAY	Cloudy-Fair			
SATURDAY	" "			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work on the project
MONDAY	Office personnel working on the semi-final
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Lake County Judge Ogle, County Road Superintendent Mr. Lawson and the Resident Engineer made final inspection of the project this morning.
SATURDAY	

REMARKS

The semi-final estimate was completed and submitted to the Division Office on Tuesday.

This is the last report for this project.

cc: Construction (2) ✓
BPR (1)
Division (1)
File (1)

SIGNED E. J. Dunn Res. Engineer LOCATION Lakeview

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 8 1968
COMMISSIONERS
FOR FILING

GLENN B. JACKSON, CHAIRMAN
MEDFORD
DAVID
PORTLAND
FRED W. HILL
PENDLETON

S-522(3)
7032

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 5, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7032
Prefix 519-1045
FAP S-522(3)

Dear Sir:

All work under Contract No. 7032, Drake Creek-Warner Highway Section of the FAS 807 Highway in Lake County, was completed on July 1, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 7-10-68

Conditions noted on above date:

This project was inspected on 6-28-68 at which time all work had been completed with the exception of the final seal. All work performed to date substantially conforms to the contract requirements including Engineering Control. Acceptance has been recommended upon notification of completion.

R. E. Simpson
Division Engineer

VG:jb

to: Forrest Cooper
L. H. Young

RECEIVED
JUL 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form DOT-1217(4-67)

UNITED STATES GOVERNMENT

Memorandum

S-522(3)
7032

TO

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: January 17, 1968
In reply refer to: 08-35-EC
X Ref: 420.2

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT:

Oregon Project S-522(3), Drake Creek - Warner Highway
Douglas Oil Company: Subcontracting

Mr. Pease's December 18 letter requested our review of the reluctance of Douglas Oil Company's execution of a Section 1.21 Title 23 subcontract on the subject project. We forwarded your request to our Regional Counsel, Robert Rutledge for his comments.

Mr. Rutledge's January 4 reply includes letters dated October 8, 1962 and November 6, 1962 from Department of Labor to Douglas Oil on this same matter in California. Briefly, it appears that Douglas Oil's work on the project is under the Davis - Bacon Act; however, because of the 1962 rulings, Douglas Oil would not be considered a Section 1.21 subcontractor. Douglas Oil, therefore, is a "labor subcontractor" as defined by Mr. Dec's February 11, 1964 memorandum to you and submission of payrolls either directly or through the prime contractor is essential.

Enclosure
Rutledge memo, 1-4-68
Dept of Labor letters, 10-8-62, 11-6-62

F. B. KLABOE
NOTED

orig to Morgan Wiene.
copy to Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(R. 9-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon

TO : Mr. A. W. Parsons
Division Engineer
Salem, Oregon

DATE: January 4, 1968

In reply refer to:

FROM : Robert B. Rutledge
Regional Counsel
Portland, Oregon

SUBJECT: Oregon Project S-522(3), Drake Creek-Warner Highway
Douglas Oil Company: Subcontracting

In reply to your memorandum of December 21, 1967 concerning the above referenced subject, two questions are raised. One, is the work performed by employees of Douglas Oil during the placing of material on the project an activity covered by requirements of the Davis-Bacon Act? Two, if these activities are subject to the wage requirements, do the oil company's activities constitute a subcontract under Section 1.21 of the Regulations?

The Department of Labor, on October 8 and November 6, 1962 (copies attached), has ruled that the spreading of oil and asphalt constitutes activities which are entitled to the benefits of the Davis-Bacon Act coverage and under the Act such companies which engage in this type of work are considered subcontractors. Therefore, it would appear that the work required and performed on the referenced project would be subject to the wage provisions of the Davis-Bacon Act.

As to whether Douglas Oil Company should be considered a subcontractor, it would appear that the company's principal purpose is to supply asphalt or oil, and incidental to this is the placing of the material on the project. Thus, in view of previous rulings by this office the Douglas Oil Company would not be required under the provisions of Sec. 1.21 of the Regulations to be classed as a subcontractor. However, this would not preclude the State from classifying the oil company as a subcontractor should its law or policy so require.

In those cases where the company is not considered a subcontractor, then the proper approach would be for the prime contractor to submit payrolls covering those laborers or mechanics accomplishing the spreading operations. We understand that this is the method employed in California under similar circumstances.

Attachments

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DB-27

R.10a
10%(a)

U.S. DEPARTMENT OF LABOR

OFFICE OF THE SOLICITOR,

WASHINGTON 25

October 9, 1962

Mr. R. L. Tollefsen
Secretary and General Counsel
Douglas Oil Company of California
Douglas Oil Building
616 West Fifth Street
Los Angeles 17, California

Re: Application of the Davis-Bacon Act to "Oil Spreading" Activities involved in the Construction of Roads and Aircraft Runways at Navy Installations, California
Our Files: B-61-676 thru 686

Dear Mr. Tollefsen:

Reference is made to our previous correspondence regarding the application of the Davis-Bacon Act to "oil spreading" activities undertaken by your firm in connection with the delivery of "road oils" to various covered construction projects.

As you know, the Davis-Bacon Act, 40 U.S.C.276a, applies generally to contracts for the construction, alteration, and/or repair of public buildings or public works. It provides that contractors or their subcontractors shall pay all laborers and mechanics, employed directly upon the site of the work, minimum wages which are based upon those determined by the Secretary of Labor to be prevailing in the area.

Specific definitions of the terms "subcontractor" and "materialman" are not to be found in the Davis-Bacon and related Acts, nor in the regulations pertaining thereto. Furthermore, there are no exemptions specified in those laws and regulations concerning the "materialman", as such. However, Section 5.2(f) of Regulations, Part 5(29 C.F.R.,

Subtitle A), does set forth that: "The manufacture or furnishing of materials, articles, supplies or equipment... is not a 'building' or 'work'" within the meaning of the Davis-Bacon and related Acts or of the regulations, "unless conducted in connection with and at the site of such a building or work...or under the Housing Act of 1949 in the construction or development of the project."

In accordance with the foregoing, this Department has considered the manufacture and delivery of supply items to the work site, when accomplished by bona fide materialmen, to be noncovered activities. On the other hand, where a materialman, as an adjunct to the furnishing of supplies, undertakes to perform for and take from a prime contractor a specific part of the labor or material requirements of the latter's original contract, he would ordinarily be considered a subcontractor (MacEvoy v. United States, 332 U.S. 102 (1944)) and the work thus performed would be covered by the provisions of the Davis-Bacon Act.

An examination of the record in this case discloses that Douglas Oil is recognized as a bona fide supplier of liquid bituminous products and, as such, customarily transports them to those places designated by its customers. It is your view that the status of Douglas Oil as a supplier is not affected by the "oil spreading" activities it undertakes upon delivery of those materials to a construction site. Specifically, you state that the spraying of liquid bituminous products upon the roads under construction is a further step in the delivery process, being incidental thereto, and does not constitute the work of a subcontractor. To reach a decision in this key issue, it is necessary to examine the use of these materials in road construction and the technique employed in their on-site application.

We are here concerned with liquid bituminous products as used in prime, seal and coal coating. Prime, when applied to soil or an aggregate base, seals the surface upon which it has been placed and provides a bond for subsequent

layers of pavement; each serves as a bonding agent between those layers, and seal coating, over which aggregate is spread, provides a protective seal for the wearing surface of the road.

While in all cases the materials must be applied uniformly, the rate of application may vary from .15 to .40 of a gallon per square yard. It appears that in most instances the contracting agencies will specify the rate in a particular case to the nearest hundredth of a gallon and it is not uncommon for Government contracts to require that the actual rate applied come within five percent of the rate specified. The reason for strict adherence to these specifications is apparent since an insufficient application will cause the material to lose its characteristics as a bonding agent, and an excessive application will cause "bleeding" which weakens the structure of a road and creates slickness on its surface.

In the cases here involved, the products are delivered to the construction site in tank trucks of the supplier. Attached to the rear of these vehicles is a piece of equipment known as a spray bar. The liquid materials are applied to road surfaces, in lanes between 8 and 12 feet wide, through evenly spaced nozzles in the bar. The rate of application itself is controlled by three factors: the pressure in the pump, the size of the nozzle openings in a given piece of equipment, and the speed of the truck carrying the spray bar over the road surface. Equipment control ranges between .05 to 2.0 gallons per square yard with five percent accuracy.

In order to distribute these materials with proper bonding characteristics, they are heated, in accordance with specifications, to temperatures between 275 and 350 degrees Fahrenheit, allowing pressures between 25 to 75 pounds per square inch. In this state, the "oils" are inflammable and care must be used in their handling.

DB-28

P 16 A-
16 E(N)

To fulfill the requirements imposed by contracting agencies in regard to the rate of application and in observance of the safety regulations which are imposed in the handling of these materials, the personnel employed in the spreading work must be skilled in the performance of their tasks. The bootman operating the spray bar must be able to read and interpret gauges and make proper adjustments before the spraying begins, and the driver of the truck must maintain a constant speed throughout the course of his "run". These skills must be synchronized to assure a uniform spread of the desired quantity. Mistakes are critical. Where errors in application are made, they must be remedied, in most cases, by scarification and by a repetition of the application procedure. It would appear that on-the-spot corrections, such as blotting, are unfeasible even in the rectifying of slight mistakes.

In view of the need for strict adherence to specifications established by contracting agencies, and by reason of the special equipment used and the skills required in connection therewith, it is our finding that the spreading of "oil" by the Douglas Oil Company, such as here involved, is a concomitant of the construction process itself and as such constitutes the performance of a part of the labor requirements of the original contracts. We therefore consider such work to be that of a subcontractor. The laborers and mechanics engaged in these activities perform an essential part of the construction work required by the prime contracts and are entitled to the benefits of the Davis-Bacon Act as incorporated in the contracts in question.

In view of the novel and unusual aspects of the coverage question presented by your petition, and the practical difficulties which would be involved in any retroactive enforcement of this ruling, we are advising the Federal contracting agencies concerned that we would have no objection to their making this decision effective as of the date of this ruling.

Yours sincerely,

Charles Donahue
Solicitor of Labor

DB-29

P. 10a
108(n)(1)

U.S. DEPARTMENT OF LABOR

OFFICE OF THE SOLICITOR

WASHINGTON 25

November 6, 1962

Mr. R. L. Tollefsen
Secretary and General Counsel
Douglas Oil Company of California
Douglas Oil Building
816 West Fifth Street
Los Angeles 17, California

Re: DB-28; Application of the Davis-Bacon Act to "Oil Spreading" Activities involved in the Construction of Roads and Aircraft Runways at Navy Installations, California
Our Files: E-61-676 thru 686

Dear Mr. Tollefsen:

This will reply to your communication of October 15, 1962, requesting amplification of our opinion (DB-28, October 8, 1962) in the above-captioned matter.

That opinion held that the spreading of "road oils", as described therein, by employees of a bona fide supplier of liquid bituminous products is a part of the construction process and, as such, constitutes the work of a subcontractor. Accordingly, we held that the individuals performing this on-site work are entitled to the benefits of the Act.

You now inquire as to whether this ruling applies when the work is performed by employees of a common carrier.

The Davis-Bacon Act and related statutes are minimum wage laws designed for the benefit of construction workers. Since they are remedial in nature, exemptions which limit their application are strictly construed. None of these Acts exempt from their minimum wage requirements, individuals whose employment is subject to regulation by the provisions of the Interstate Commerce Act or the Motor Carrier Act of 1935. It is significant that where a similar exemption from the overtime provisions of the Fair Labor Standards

Act was intended, the same was expressly provided by Congress. Under these circumstances, the Department of Labor cannot create an exemption from the labor standards provisions of the Davis-Bacon Act and related statutes where Congress has not seen fit to do so. Thus, if the conditions described in our opinion of October 8, 1962 (DB-28) are present, the fact that the supplier or his contract hauler may be operating under common carrier requirements would not militate against Davis-Bacon coverage of the bootmen and drivers performing the on-site work.

You also inquire as to whether the wage requirements of the Act are applicable during the time the employees are loading, driving and returning or only while they are spreading "oil" on the job site.

The answer to this question depends upon the point at which the Douglas Oil Company, a bona fide materials supplier, is deemed to become a subcontractor within the meaning of the contract labor standards provisions. This does not occur until the bootmen and drivers undertake the spreading of "road oils" at the construction site. Accordingly, these individuals would not be considered covered by the provisions of the Davis-Bacon Act or related statutes while loading the liquid bituminous products at Douglas' regular plant, transporting them to the site of the work, or returning to the plant.

I trust these views will be of help to you. If I can be of further assistance, please let me know.

Yours sincerely,

Charles Donahue
Solicitor of Labor

S-522(3)
7032

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FC-PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-39		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4	7-24-67	Lake
		PROJECT NO. S-522(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 9.8 mi. SW of Plush SW 9.2 mi.
Drake Creek-Warner Highway Section of FAS 807

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	9.15
OTHER (Specify)		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 145,905	$ 92,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Stuart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Fred W. Hill, Member
Helix

July 14, 1967

Hon. C. W. Ogle
Lake County Judge
Courthouse
Lakeview, Oregon 97630

Gentlemen:

This is to acknowledge receipt of your advance deposit of $30,000.00 for the Drake Creek-Warner Highway Section of FAS 807. Contract No. 7032 has been awarded to Morse Bros. Inc., of Lebanon, Oregon 97355.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
Harold Ramsdell
Planning Engineer

HRmr
Encl.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91979

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-12-67	CC 1070		519-1016-297

•
• Lake County
• Courthouse
• Lakeview, Oregon 97630
Attn: Hon. C.E. Orcle, Judge

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			30,000.00
Partial transfer of advance deposit for the Drake Creek-Warner Highway Section, FAS 807, covered by agreement dated June 9, 1967.			25,000.00
To be retained			5,000.00

NOTED
H. S. COX

RECEIVED
JUL 13 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____ NOTED RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED

NOTED

NOTED
DON HAMMELL

NOTED
H. S. COX

Fred W. Hill, Member
Helix

June 23, 1967

Lake County Court
Courthouse
Lakeview, Oregon 97630

Gentlemen:

On June 22, 1967, a satisfactory bid was received from Morris Bros. Inc., Lebanon, Oregon, for constructing the Drake Creek-Warner Highway Section of FAS 807. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$131,891.50
Flagging	750.00
Engineering & Contingencies (12½%)	16,580.19
ESTIMATED TOTAL COST	$149,221.69

County Advance Deposit:
20% of $149,221.69 = $29,844.34 or say $30,000.00

Please make this advance deposit in the amount of $30,000.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
P. B. Arensmeier

By

NOTED
HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

NOTED
RICHARD UNREIN

HRinr

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JUN 30 1967
FROM FILES

S-522(3)
7C 2 2

June 29, 1967

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for leveling course and oiling on the Drake Creek-Warner Highway Section of FAS 807 in Lake County for the sum of $131,891.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Lake County is received and the sum of $30,000 is deposited by the County.

Later in the day clearance was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7032.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6-13-67

SUBJECT: Federal Aid Project No. _____

FAS Route No. 807

Name of Project Drake Cr.-Warner Highway Secondary

_____

County of Lake

This is to certify that that portion of the above project as constructed by Lake County has been constructed to accepted State standards. Any and all materials placed by the County have been properly compacted to approved width and depth. All materials incorporated within or produced for the project conform to applicable Oregon State Highway specifications.

APPROVED _____
ASSISTANT Division Engineer

APPROVED _____
Construction Engineer

cc: H. S. Cox
G. W. Harra

RECEIVED
JUN 14 1967
FOR FILING
L-522(3)
7032

MISC. CONTRACTS and
AGREEMENTS No. 3341

June 12, 1967

Lake County Court
Courthouse
Lakeview, Oregon 97630

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the Drake Creek-Warner Highway Section of the Plush Cut-off Road (FAS 807) in Lake County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

young 5-24-67

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5/18/67

BY (Signature): Mr. Young's May 8, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU XX FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 972 THRU 977

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
972	S-522(3)-7036	9.15	160,500	96,300
973	SU-528(2)-7036	0.88	245,000	147,000
974	S-457(2)-7044	1.41	135,600	81,360
975	S-561(1)-7044	0.15	14,400	8,640
976	S-432(5)-7044	2.50	400,000	240,000
977	SU-433(4)-7047	0.000	14,000	8,400
	Totals	14.09	$969,500	$581,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Drake Creek-Warner Hwy Sec.	Surface
Sunnyview-Silverton Rd. Sec. 1/	Gr., pave
Kent Loop Sec.	Gr., Surface
Kent Loop Sec.	Gr., Surface
Cape Lookout-Sand Lake Sec.	Grade
Cedar Hills Blvd. 1/ 2/	Traffic Signals

1/ These projects have satisfied the requirements of IM 50-2-65.

2/ This project is classified as a Safety Improvement Project, and approval for inclusion in the inventory is granted.

REMARKS (Division)

The exception on Item 976, S-432(5) concerning construction standards is satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5/18/67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

RECEIVED MAY 25 1967

FOR FILING 5-5-67

NOTED
F. B. KNABOE

RECEIVED
MAY 9 1967

Helix

May 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for six secondary projects, Items 972 thru 977 which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are enclosing for Item 973, Project SU-528(2), the documentation required by IM 50-2-65.

Please note Item 977, Project SU-433(4), is programmed as a "Safety Improvement" and required documentation is enclosed relative to justification as a safety improvement, requirements of IM 50-2-65 and Traffic Signal Warrant. We request your approval of this project as "Safety Improvement" and its inclusion in the "Inventory of Hazardous Locations" based on the documentation mentioned above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enc.

RNC.ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID

(PP

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 55					ADT	PRESENT	FUTURE (66)		YE (70) (71)
	1	Co. Rd. 9.8 mi. S.W. of Plush S.W. 9.2 mi.						70	120		8
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)				
	Intermediate Type Surface												
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME					
	Secondary												
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-A				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(1-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		Co. Rd. 9.8 mi. S.W. of Plush S.W. 9.2 mi. (Drake Creek-Warner Hwy. Section)			
5					ROW					
5					CONST (CODE)			9.15	160,500	96,300
								9.15	160,500	96,300
								(16)	(23)	(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2 mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		70	120	86	08	Oregon	35	022	972

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. (27)
					S	522	(3)		

COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
Lake	037	1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
S	807	Co. Rd.	

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Two 10' lanes 0-11 oil mat surface with 4' rock shoulders.
9.15	160,500	96,300	32,100	32,100 (County)	ROW - 60' min.; Access Control - None; Parking Restrictions - None.
9.15	160,500	96,300	32,100	32,100 (County)	

(16) (23) (24) (33)

REMARKS: Relocation Assistance - None involved.

:

USCOMM DUSCOMM-DC 48905-P61

DRAKE CREEK-WARNER HWY. SECTION

Project S-522(3)

EXISTING FACILITIES: Road regraded and based to State Highway Department standards by County forces. Crushed rock surfacing to a width of 30' has been placed over the entire 9.1 miles, 1.3 miles of this has a binder course.

ADJACENT SECTIONS:
NORTHEAST END: 0-11 oil mat, wearing surface 2-11' lanes, 4' gravel shoulders.

SOUTHWEST END: FAS 699 (Warner Hwy. #431).

PROJECT DATA: Construct 0-11 oil mat wearing surface of 2-10' lanes and 4' crushed stone shoulders, County has a suggested material source.

RIGHT-OF-WAY: 60' minimum.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: Completed
PUBLIC HEARING: Not needed

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-522(2)

6(19)

May 12, 1967
(date)

NOTED
H. S. COX

RECEIVED
MAY 19 1967
ENGINEER
COUNTY & CITY DIVISION

Hon. C. W. Ogle
Lake County Judge
Courthouse
Lakeview, Oregon 97630

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 807

Section Drake Creek-Warner Highway, FAS-C: Leveling Course & Oil

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

5/17/67
(date)

By C. W. Ogle

By _____
Commissioner

By George E. Cole
Commissioner

CC: L.H. Young
Attention: D. Giddings

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Oregon State Highway Commission
State Highway Building
Salem, Oregon

5-3-67

Attention: County and City Division

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 807

Project Name Drake Creek-Warner Highway Section

_____

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at Lakeview, Oregon, this third day of May, 1967.

RECEIVED
MAY 5 - 1967
ENGINEER
COUNTY & CITY DIVISION

LAKE County

County Judge

Commissioner

Commissioner

Copy to John Saks
V.G. Cecil
F.D Morgan
J.F Putnam

(11/29/66)

NOTED
R. H. PRANGE

(12-7-66 150)

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PATRICK BEDE
VICE-CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAR 27 1967

5-2(3)
7032

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Reding
Morgan
Lord
Barbo
Walker
Cleno
Swan
Rees
Morelock
Trout
Scott
Wills
Litchfield
Olsen

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe
L. H. Young
Frank Hall (11)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
R.D. Asburry (8)
L.R. Chandler (4)
J. F. Putnam (4)
A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

12-28-66

Prefix No. 519-1469

LOCATION PROSPECTUS
WARNER HIGHWAY-DRAKE CREEK SECTION
PLUSH CUTOFF ROAD, FAS 807
LAKE COUNTY

NOTED
P. B. Arensmeier

HIGHWAY: Plush Cutoff Road, FAS 807.

TERMINI: The southerly end of the project is at M.P. 0.00 which point is the junction of the Warner Highway. The northerly end of the project is at M.P. 7.8.

LENGTH: 7.8 miles.

PROGRAM: FAS-C project approved by Commission December 19, 1966.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the construction of leveling course and oiling on the existing alignment. Grading and stone base to be completed by the County. Routine soils investigations will be conducted. Drainage problems are not anticipated; however, all data concerning high water should be consulted and applied to the design. Reconnaissance is not necessary. An economic analysis is not needed at this time.

CHARACTERISTICS: 1965 ADT 60; projected ADT 100.

STANDARDS: Class "F".

TYPICAL SECTION: Two 10-foot travel lanes and 4-foot shoulders.

BASE DESIGN: Tentative base design is:

1-1/4"	0-11
4 "	3/4 minus level
10 "	Grid rolled base

ACCESS: Under County jurisdiction.

FACILITIES: No major streams, parks, railroads or airports affected.

NOTED
RICHARD UNREIN

NOTED
H. S. COX

RECEIVED
DEC 30 19[illegible]
ENGINEER
[illegible]Y & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDSON

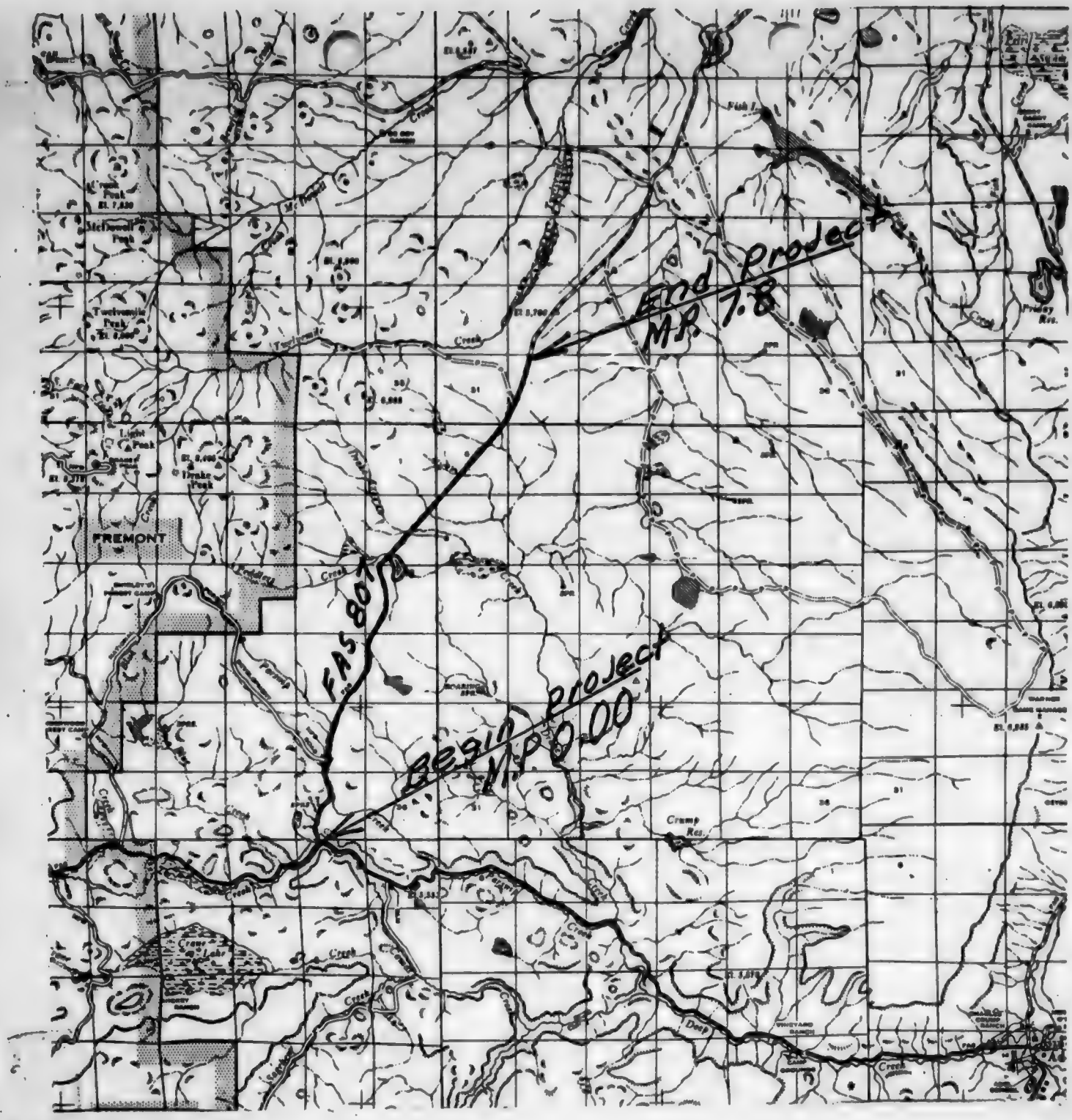
NOTED
R. H. PRANCE

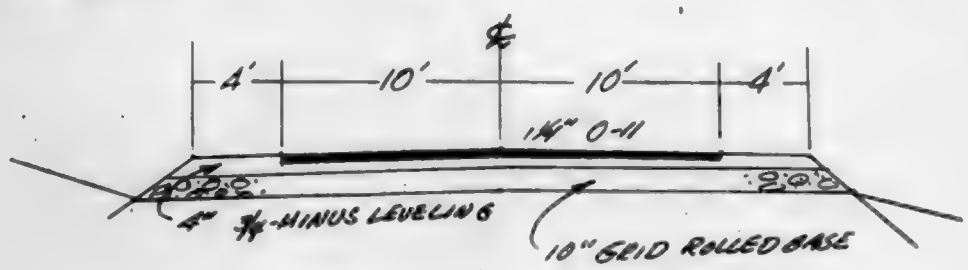
NOTED
DON HARWELL

AGREEMENTS: None. Utilities not affected.

December 28, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
DEC 30 1966
ENGINEER
COUNTY & CITY DIVISION





TYPICAL SECTION

PROSPECTUS MAP

WARNER HWY - DRAKE CR.
PLUSH CUT OFF RD FAS 807
LAKE COUNTY

DEC 1966

745 807
Lake Co

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section DRAKE CREEK - WARNER VALLEY HWY. Highway F.A.S. 807 County LAKE Prefix

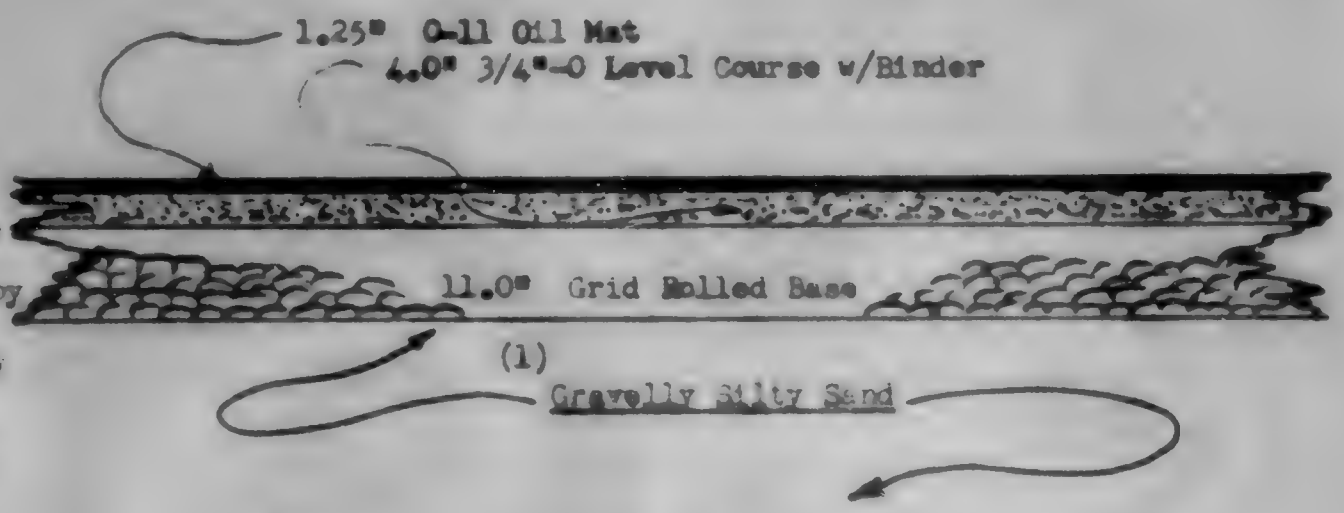
Res. Engr. E. J. Dunn Approx. Length 7.0± Miles. Sta. to Sta. Date 12-21-66

Truck A.D.T. 7 Traffic Coefficient 5.9 18 kip s.a. per day 4.9.

Annual Precipitation 18"± (Lakeview) Frost Penetration 30"±.

(1)
Typical Soil
27 LL
0 PI
73 %P 10
46 %P200
27 %Gravel
11 % Sand
16 % Sand
% Silt
% Clay
"R" Value

State Project to be placed by Lake County



	CBE Total Req.	Credit	Actual Thick.	
C-11		1.5	1.25	C-11
Level Course		4.0	4.0	Le
Grid Rolled Base		11.0	11.0	G. R. Base
	16.5	16.5	16.25	

AASHO CLASSIFICATION:
A-4(2)

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
See Page 2 for table of credits and remarks.

JAN 3 - 1967

NOTED
P. B. Arensmeier

cc:
B.P.R.-
Asst. State Highway Engineer-
Construction Engineer-
Engineer of Materials-
Division Engineer-
Resident Engineer-
Office Engineer-
Design Engineer-
Division Geologist-
[redacted]
Rural Engineer
[illegible] - City (2)

NOTED
HONORABLE C. HOLMES

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

Submitted by E. J. Dunn for Staff Assistant

Recommended by [illegible] Engineer of Materials

Recommended by [illegible] Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

NOTED
DON HARWELL

745 807 Lake Co

Drake Creek - Warner Valley Hwy.
F.A.S. 807
Lake County

Values assigned various components of the roadway structure:

1.0"	Oil Mat	=	1.1"	Crushed Base
*1.0"	Grid Rolled Base	=	1.0"	Crushed Base

*The adjacent project used a similar type material processed by a grid roller, and the finished product was comparable to a crushed material.

SECTION: Drake Creek - Warner Valley Hwy.

HIGHWAY: F.A.S. 807

COUNTY: Lake

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 70 (Total)

B. 1985 Future ADT 120 (Total)

C. Mean ADT 98 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .075 x (C) 98 = 7

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 7 x (H) 100 % = 7

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.669

= 5.9

SECTION: [illegible] - Warner Valley Jct.

HIGHWAY: F.A.S. 807

COUNTY: Lake

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present D&D surfac[illegible] excess standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: C[illegible] or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County requested [illegible] St. Mfr.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison was made as this project is in an isolated section of the State with no P.C.C. pavement in the immediate area. See Items 6 & 12.

12-1-66

LAKE COUNTY
PROPOSED PROJECT (1967 Funds)

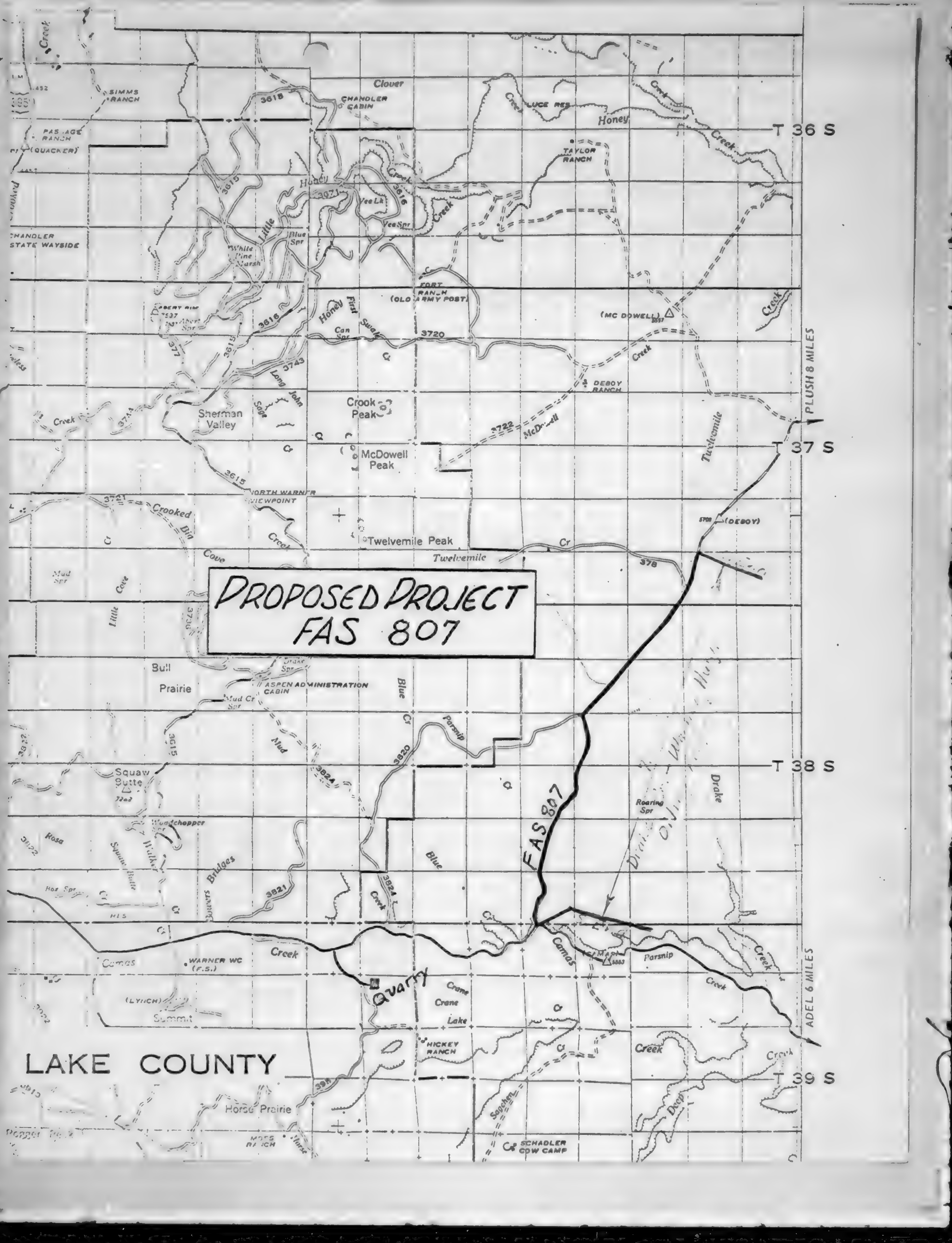
FAS 807, Plush Cut Off Road: Drake Creek-Warner Highway Section, Paving, $ 130,000. 7.8 mile.

The project will consist of leveling course and an O-11 oil mat 20-feet wide with 4-foot shoulders. Royalties for material from private quarry are to be part of contract. No additional right-of-way is necessary. Survey by State; grading was done by county.

HIWAY COMMISSION
APPROVED ON
DEC 19 1966

66-1
12/1/66

PROPOSED PROJECT
FAS 807



C. W. OGLE, COUNTY JUDGE | J. D. CORUM, COMMISSIONER | J. S. SNIDER, COMMISSIONER

LAKE COUNTY ROAD DEPARTMENT

CLIFFORD PARTIN, SUPERINTENDENT
835 SOUTH E STREET
LAKEVIEW, OREGON

October 12, 1966

Mr. H. S. Cox
County-City Relations Dept.
Highway Building
Salem, Oregon

Dear Mr. Cox:

Will you please work out the necessary details with regard to an oiling and crushing contract for the Plush cut-off, F.A.S. Road #807.

It appears that there will be no problem with the county's ability to match the state contribution.

With best personal regards, I am

Sincerely,

Cliff Partin

Cliff Partin,
ROAD SUPERINTENDENT

CP/cl
ENC.

RECEIVED
OCT 13
ENGINEER
DAY & CITY DIVISION

RECEIVED
DAY & CITY DIVISION

NOTED
R. H. PRANGE

PROPOSED PROJECT
FAS 807

LAKE COUNTY
OREGON

T 36 S

T 37 S

T 38 S

T 39 S

PLUSH 6 MILES

ADEL 6 MILES

FAS 807

Crooked Creek
Clover Creek
Honey Creek
Little Honey Creek
Blue Creek
Lovelace Creek
Long John Creek
Cove Creek
Mud Cr
Parsnip Creek
Drake Creek
Roaring Spr
Camas Creek
Deep Creek
Twelvemile Creek
McDowell Creek
Crane Lake
Quarry
Sagehen Cr
Big Cr
Little Cr
Rose Cr
Walker Cr
Squaw Butte Cr
Bauers Bridges Cr
Blue Cr
Mud Cr
Sherman Valley
Bull Prairie
Horse Prairie
Crook Peak
McDowell Peak
Drake Pk
Light Peak
Rogger Peak
Squaw Butte
Crane Lake
Hickey Ranch
Schadler Cow Camp
Moss Ranch
Simmb Ranch
Passage Ranch
Chandler Cabin
Chandler State Wayside
White Pine Marsh
Blue Spr
Vee Lk
Vee Spr
Taylor Ranch
Luce Res
Fort Rock Ranch (Old Army Post)
Deboy Ranch
Deboy
McDowell
Abert Rim
Abert Spr
Can Spr
Mud Cr Spr
Drake Spr
Woodchopper Spr
Rose Spr
Aspen Administration Cabin
North Warner Viewpoint
Warner WC (F.S.)
Lynch
Camas
Parsnip
Drake Pk (Cairn)
Drake Pk
Squaw Butte
Rogger Peak
Abert Rim
Lovelace
Sherman Valley
Crooked Creek
Big Cove Creek
Mud Spr
Little Cove Creek
Horse Prairie
Moss Ranch
Schadler Cow Camp
Hickey Ranch
Warner WC (F.S.)
Lynch
Camas
Parsnip
Roaring Spr
Drake
Deep
Sagehen
Quarry
Crane Lake
Crane
Lake
Rose
Walker
Squaw Butte
Bauers Bridges
Blue
Mud
Parsnip
Drake
Roaring Spr
Camas
Deep
Sagehen
Quarry

Form E-49—3064

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Lake County Drake Creek — Warner Highway

FAS 807 3" Leveling Course, 20' 0-11 Oil Mat, 4' shoulders

7.8 miles

3/4-0 in Leveling Course	15,000	c.y.	$3.25	$48750
Sprinkling	500	m-gal	4.00	2000
Preparation of Base	7.8	miles	400.00	3120
3/4"-0" in Binder	1100	c.y.	4.50	4950
MC-250 in Binder	150	Tons	55.00	8250
1" Aggregate	5000	c.y.	4.50	22250
200-300 Asphalt	350	Tons	53.00	18550
RS-1 in Seal	105	Tons	55.00	5775
				$113645
12½% Eng. Cont.				14355
				$128,000

Judge Lyle got a copy this 10/3/66

WF

FORM E-122X 5000 7-65

FAS 807
Lake Co

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

P. B. Aimstrong

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

December 8, 1965

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

This is in reference to the December 1 letter from Conn & Lynch, attorneys at Lakeview, to which is attached a petition from residents of the Plush area requesting a change in the Parsnip Creek grade.

This is a county road not under the jurisdiction of the State Highway Commission.

Enclosed is a copy of a letter which I sent to the above firm in answer to one that was written to me on the same subject.

Also enclosed is a suggested draft for the Governor's consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

RECEIVED
DEC 9 -
ENGINEER
COUNTY & CITY DIVISION

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
December 8, 1965

Conn & Lynch
Attorneys at Law
Post Office Box 351
Lakeview, Oregon 97630

Gentlemen:

Upon receiving your letter of December 1 and the attached petition which refers to a requested change in the Plush Road, I checked with the State Highway Department.

I am advised that the State has no jurisdiction in this matter, as the unit referred to is under the control of the Lake County Court. I suggest that the matter be discussed with the appropriate local authorities.

FC:fn

P E T I T I O N

TO WHOM IT MAY CONCERN:

We, the undersigned, being residents of North Warner Valley in Lake County, Oregon, do hereby request that the appropriate individual or individuals take into consideration the relocation of the Parsnip Creek grade, also known as Fish Hatchery Hill, which is located on the west end of the Plush cut-off from the Lakeview-Adel Highway, all within Section 35, Township 38 South, Range 22 East of the Willamette Meridian. The reason for this request is that at the present time this grade is so steep as to create a hazard to users of the road, especially in inclement weather. If this road was to be paved, the danger would be increased in that pavement, when icy or slick from rain, would increase the danger of accident, especially since this road is used a great deal by large trucks, especially stock trucks.

It is also the opinion of the undersigned that due consideration has not been given to alternate routes which would eliminate the hazard referred to above.

Respectfully submitted,

Connie A Rambo	Plush, Oregon Box 33
Jeannette N. Rambo	Plush, Oregon 97637 Box 33
Raymond Morris	Plush Ore
Lloyd E Friesl	Plush, Ore
Pauline Friesl	Plush Ore
James J Kirk Jr.	Plush Ore.
Ralph E Mulkey	" " "
Jeff Pugh	Box 762, Lakeview Ore
Don Jones	Plush
Linda F Flynn	Plush
Duane E Tyner	Plush, Oregon
Don E Gerald	" "
Rosemary Fitzgerald	" "
Federal Land Bank Loan Service Corporation	Box 4, Lakeview, Ore

Salem, Oregon
November 5, 1965

NOTED
H. S. COX

Plush County Road
FAS 807
Lake County

NOTED
RICHARD UNREIN

Mr. J. F. Putnam
Division IV Engineer
Box 1249
Bend, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Lake County plans to extend the reconstruction and oiling of this route to the Warner Valley Highway using both county forces and FAS funds. In order to keep the cost of base construction as low as possible the County wishes to have a cinder deposit, which they control, investigated and tested. Would it be possible to have Mr. Elliot Parker make this investigation? If so, he should contact Mr. Cliff Partin, Lake County Roadmaster, or Judge Ogle for information regarding the location of the proposed source. This information would be a definite help in determining a future FAS project.

V. R. Jones, Planning Engineer
County and City Division

VRJ:eb

cc: F. W. Yarbrough

NOTED
V. R. JONES

LAKE COUNTY
PROPOSED PROJECT (Revision)

On February 28, 1957, the Highway Commission approved the following projects for placing an oil mat wearing surface on the grade and base to be prepared by the County:

FAS 699 - Adel-Warner Lake Junction Section	$ 15,000
FAS 414 - Fort Rock Road Section	45,000
FAS 807 - Adel Junction-Plush Section	54,000
Total --	$114,000

The county has now requested that the projects on FAS 699 and 807 be canceled, the funds transferred to the Fort Rock Road Section of FAS 414, and the Fort Rock Road project be revised to include grading and base material as well as the oil mat wearing surface.

Since the initial programming of a total of $114,000, the actual apportionment of fiscal year 1959 funds has been made replacing the estimate that was being used in February of 1957. As a result, the total funds available to Lake County is $112,000 rather than $114,000.

Approved 10/31/57, cancelling FAS 699 & 807 projects approved in tabulation 57-b, 2/28/57.

(57-h)
10/11/57

21-1132	25th St.-"D" River (Lincoln City) Sec. of Ore. Coast Hwy.	1967
#7033	(Paving)	

RECEIVED
JUL 9 - 1968
FOR FILING

21-1132

733

July 9, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,400.00 will be made to Morse Bros., Inc., on Contract No. 7033 for paving on the 25th Street-"D" River (Lincoln City) Section of the Oregon Coast Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $55,426.47, including the post-final payment. Of the total, $1,023.48 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

C. H. Maison
Attn: John Herr

RECEIVED
NOV 20 1967
FOR FILING
21-1132
1128

November 17, 1967

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7033 awarded to Morse Bros., Inc., for paving on the 25th Street-"D" River Section in the city of Lincoln City on the Oregon Coast Highway in Lincoln County was completed on September 28, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $1,590.09 will be released to the contractor after November 27, 1967. The total contract amount is $54,026.47 including $1,023.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
FOR FILING

21-1132

7033

November 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 28, 1967, on Contract No. 7033. The contract was with Morse Brothers, Inc., and was for paving on the 25th Street-"D" River Section in the city of Lincoln City on the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective November 16, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

21-1132

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 25th St. - D River (Lincoln City)		WEEK ENDING: October 1[illegible]
		SECTION PREFIX: 21-11[illegible]
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: 25th St. - D River (Lincoln City)	KIND OF WORK: Paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 7033	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: August 1[illegible], 1967	ESTIMATED COMPLETION DATE: September 28, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 74
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 123
PROJECT AUTHORIZATION: $72,180.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 1[illegible]
EXCLUSIVE OF ENGINEERING: $67,047.20	ENGINEERING AUTHORIZATION $5,132.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $55,589.79	ENGINEERING COST TO DATE $8,674.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 169 %	DATE PROJECT WAS COMPLETED: September 28, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.14
MILES PARTIALLY COMPLETED					1.14
MILES COMPLETED					1.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					6,[illegible]20
TOTAL QUANTITIES CORRECTED TO DATE					5,297
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5,297
AVERAGE DAILY QUANTITIES					72
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Showers			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY	[illegible]			

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 13 1967
CONSTRUCTION DIVISION

GLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Worked on Semi-Final
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Finished the Semi-Final & gave it to Mr. Gerald Wimer, Asst Division Engineer, on thursday, October 12, 1967.

SIGNED Bill Barnhart LOCATION Lincoln City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

EPTEELB

RECEIVED
JUN 30 1967

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

21-1132

1132

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

June 29, 1967

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 28, 1967, awarded to you State Highway Contract No. 7033 for the following project:

Paving on the 25th Street-"D" River (Lincoln City) Section of the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $61,160.00 which was submitted to the Commission on June 22, 1967, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

22-1130 Cox Crk.-Santiam Jct. (Albany) 1967
Sec. of Albany-Jct. City Hwy.
#7034 (Grad. & Pav.)

JAN 2 - 1968

22-1130

7034

January 2, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7034 awarded to Corvallis Sand and Gravel Company for grading and paving the Cox Creek-Santiam Junction Section in Albany on the Albany-Junction City Highway in Linn County was completed on October 27, 1967, and accepted by the Highway Commission on December 29, 1967.

Final payment in the amount of $7,798.86 will be released to the contractor after January 9, 1968. The total contract amount is $159,476.20 including $791.97 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Corvallis Sand and Gravel Co.
P. O. Box 691
Corvallis, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 2 - 1968

22-1130

7034

December 29, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1967 on Contract No. 7034. The contract was with Corvallis Sand and Gravel Company and was for grading and paving on the Cox Creek-Scravel Junction Section in the city of Albany of the Albany-Junction City Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 29, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

1-2-68
survey
letter

22-1130

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cox Creek-Santiam Junct. Albany	WEEK ENDING: December 2nd. 1967	
	SECTION PREFIX: 22-1130	
HIGHWAY: Albany - Junction City	COUNTY: Linn	
NAME OF JOB: Cox Creek- Santiam Junction (Albany)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Corvallis Sand and Gravel Company	CONTRACT NUMBER: 7034	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 6th. 1967	DATE WORK STARTED: July 24th. 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 102
PROJECT AUTHORIZATION: $183,920.35	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 102
EXCLUSIVE OF ENGINEERING: $170,841.53	ENGINEERING AUTHORIZATION $13,078.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $164,000	ENGINEERING COST TO DATE $18,600.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT UNDERRUN 4 %	PERCENT OF AUTHORIZATION 142 %	DATE PROJECT WAS COMPLETED: October 27th. 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	PM Base	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
MILES IN PROJECT	0.66	0.66		0.66	0.66
MILES PARTIALLY COMPLETED	0.66	0.66		0.66	0.66
MILES COMPLETED	0.66	0.66		0.66	0.66
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,460 CY	4,600 TON		4,600 TON	3,020 TON
TOTAL QUANTITIES CORRECTED TO DATE	5,442	6,360		4,542	3,160
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,442	6,360		4,542	3,160
AVERAGE DAILY QUANTITIES	Complete	Complete		Complete	Complete
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None - Work Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy			
MONDAY	Overcast			
TUESDAY	Overcast			
WEDNESDAY	Rain			
THURSDAY	Cloudy-Rain			
FRIDAY	Cloudy			
SATURDAY	Rain (est)			

Routing

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

FINAL REPORT — Semi-final estimate taken to Division Office November 29th. 1967

SIGNED E.L. McIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 2 1 1967

22-1130
7034

July 6, 1967

Corvallis Sand & Gravel Co.
P. O. Box 691
Corvallis, Oregon

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading and paving on the Cox Creek-Santiam Jct. (Albany) Section of the Albany-Junction City Highway in Linn County for the sum of $156,685.20 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Albany is received and the sum of $46,000 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project which has been assigned Contract No. 7034. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 18, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asburry
L. L. MacIntyre

RECEIVED
MAY 16 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

Corp Comm
Albany
+Hwy 58

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1967

Mr. William D. Bollman
City Manager
City of Albany
Albany, Oregon 97321

Subject: Cox Cr.-Santiam Hwy. Section
Albany-Junction City Highway

Dear Sir:

Attached are two sets of plans for the subject section. It is requested that you review these plans at an early date and if you have any recommended changes, advise so that the changes can be incorporated in the plans to go to the bidders. This, of course, is subject to the City being able to arrange their share of the necessary financing.

In particular, would you please review the proposed road approaches and revisions of existing approaches. If any do not comply with City ordinances and should be changed, this should be shown on the plans. However, if you do request approach changes, the only changes that you should request are those that you would be prepared to defend.

NOTE
5/15/67
W.D. Bollman called this date & related City Council approved financing on 5/12/67 regarding $180,000 project. This proj. should proceed on June 15 bid[illegible] Dan H.

Very truly yours,

R. D. Asburry
Division Engineer

By [illegible]

Gerald Miner
Assistant Division Engineer

GM:am F.B. Klaboe
cc F. D. Morgan
H. S. Cox
L. L. MacIntyre
R.D. Asburry

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

DNH:nr 4/27/67

RECEIVED
APR 28 1967

MEMO TO FILES
April 27, 1967
City of Albany

Cox Creek-Santiam Highway Section
Albany-Junction City Highway 58
Cooperative Construction/Finance (75%-25%)

On April 26, Mr. G. W. Wimer and the writer met with Albany City Officials regarding subject matter.

The project was originally presented to City at an estimated cost of $110,000 ($27,500 City share) based on salvage value of existing material, however, it has since been further determined to upgrade the project and replace base to a full width outside the overlayed existing PC concrete. The revised estimated cost of approximately $180,000 ($45,000 City share) based on no salvage value, was discussed with City and they will take the matter before the public at a hearing on May 10 pertaining to assessment to abutting property owners. If the City Council takes immediate action after said hearing the project will be clear for advertisement on the normal three week notice, otherwise if deferred until May 24 council meeting, it would have to go on a two week advertisement.

The City indicated they would possibly prefer, based on budget committee recommendation, inclusion of Santiam Highway-S.P.R.R. O'Xing Section be constructed as a portion of this project. Mr. Barbee has been advised and will consider this request if practical and data is received from Division 2 in ample time.

The additional project is estimated to cost approximately ~~$35,000~~ $40,000 (City share approximately ~~$10,500~~ $12,000 including signal revisions and right of way).

It was pointed out to City these projects will be constructed with State funds rather than Federal funds, this was to avoid the adverse publicity such as was experienced on the Salem (25th-Airport Road) Section.

This construction, if both units are included, is estimated to cost approximately ~~$215,000~~ $220,000 (City share estimated cost is approximately ~~$55,000~~ $57,000) and as indicated previously, could not be committed until possibly May 24 by City of Albany.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DNH:nr
cc: F. B. Klaboe
F. D. Morgan
V. D. Wolfe
R. D. Asburry

NOTE: Correction made at request of Division 2 South

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

322-1721 Sweet Home (Long St.) Sec. 1967
(Grad. & Pav.)
#7035

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO 94330

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-5-68	CC 1114		322-1721-295

RECEIVED
MAR - 5 1968
ENGINEER
COUNTY & CITY DIVISION

City of Sweet Home
1110 19th Avenue
Sweet Home, Oregon 97386

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Harold A. Hyatt, City Manager			
Final Billing: Special City Allotment project on Long Street, Contract # 7035. Covered by agreement dated March 31, 1967.			
City's advance deposit			16,550.00
As per attached statement:			
Final cost		30,112.33	
Agreed State share		25,000.00	
Agreed City Share			14,112.33
To be refunded			2,437.67

ACKNOWLEDGED
City Recorder
By .....

NOTED
RICHARD UNREIN

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 4, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7035 Prefix 322-1721 Survey Prefix 322-1169

Street Long

City Sweet Home

Payments to Contractor..(See attached voucher.)	$ 34,370.61
*Engineering and Contingencies.....	4,160.97
**Survey...Total: $ 1,630.42 Pro-rata Share.....	580.75
TOTAL.....	$ 39,112.33
Agreed State Share	25,000.00
Agreed City Share	$ 14,112.33
City Advance Deposit	$ 16,550.00
REFUND DUE CITY.....	$ 2,437.67

*Includes $28.00 for traffic lines and $151.71 for work on walks performed by State forces.

Reference: Outside Billing 66-1114

NOTED
HAROLD
REYNOLDSON

**Construction cost over $25,000 = $13,831.58 / Construction costs = $38,831.58 x $1,630.42 = $580.75

City share of preliminary engineering = $580.75

NOTED
RICHARD UNREIN
RU:mm

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A 20 (REV 6-63) P.

COUNTY	CONTRACT NO.	ESTIMATE NO.
LINN	7035	4 F

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
SWEET HOME /LONG ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.0500	2,701.9
002	FINISHING ROADBED AND	SLOPES	LUMP SUM	550.0000	1.0
003	WATERING		M-GALS	4.0000	108.3
004	SS-1 ASPHALT IN WATERING		GALS	.3000	2,671.0
005	3/4IN-0 MATERIAL IN BASE		CU YDS	3.5000	399.1
006	STONE BASE		CU YDS	3.0000	3,067.3
007	CLASS B ASPHALT CONCRETE		TONS	7.5000	1,153.5
008	CONCRETE INLETS	TYPE G-1	ONLY	125.0000	6.0
009	ADJUSTING MANHOLES		ONLY	75.0000	2.0
010	ADJUSTING INLETS		ONLY	60.0000	2.0
011	CONCRETE CURBS		CU YDS	40.0000	111.1
012	CONCRETE DRIVEWAYS		SQ YDS	5.1000	205.0
013	CONCRETE WALKS		SQ YDS	4.0000	984.1
	PRICE AGREEMENT ITEMS				
30101	CONTRACTION JOINT PENALTY		LUMP SUM	150.0000	1.0
	FORCE ACCOUNT ITEMS				
801 F	FLAGGING				

DATE 11/24/67	7035
PREVIOUS VOUCHER NO 12306	
CHECKED BY CP/md	
ENGINEER OR AUDITOR Keats Oliver	

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO. 7035	ESTIMATE NO. 4 Final	PREFIX NO'S. 322-1721-201 (41) 467.08 Dr. 322-1721-204 (41) 1,795.15 Dr.
	FEDERAL AID PROJECT NO.		
ST/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
U YDS	1.0500	2,701.900	2,837.00	2,837.00	
UMP SUM	550.0000	1.000	550.00	550.00	
-GALS	4.0000	108.300	433.20	381.60	51.60
GALS	.3000	2,671.000	801.30	799.80	1.50
CU YDS	3.5000	399.100	1,396.85	1,298.50	98.35
U YDS	3.0000	3,067.300	9,201.90	9,087.00	114.90
DNS	7.5000	1,153.590	8,651.93	8,625.00	26.93
NLY	125.0000	6.000	750.00	750.00	
NLY	75.0000	2.000	150.00	150.00	
NLY	60.0000	2.000	120.00	60.00	60.00
U YDS	40.0000	111.100	4,444.00	4,520.00	76.00-
Q YDS	5.1000	205.070	1,045.86	892.50	153.36
SQ YDS	4.0000	984.110	3,936.44	4,000.00	63.56-
UMP SUM	150.0000	1.000-	150.00-	150.00-	-
			202.13	102.13	100.00

TOTAL CONTRACT ITEMS	34,168.48	33,801.40	367.08
% RETAINED ON CONTRACT ITEMS		1,795.15	1,795.15
FORCE ACCOUNT	202.13	102.13	100.00
TOTAL PAYMENTS	34,370.61	32,108.38	2,262.23

RECEIVED
DEC 20 1967
FOR FILING
322-1721
7035

December 20, 1967

General Insurance Company
of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7035 awarded to Morse Bros., Inc., for grading and paving Long Street in Sweet Home in Linn County was completed on October 16, 1967, and accepted by the Highway Commission on December 19, 1967.

Final payment in the amount of $2,262.23 will be released to the contractor after December 28, 1967. The total contract amount is $34,370.61 including $202.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 20 1967
FOR FILING

322-1721
7035

December 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 16, 1967 on Contract No. 7035. The contract was with Nurse Brothers, Inc. and was for grading and paving on Long Street in the city of Sweet Home in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 19, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

srb jes

12-20-67

322-1721
7035

FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sweet Home(Long St.)		WEEK ENDING: Nov. 4, 1967
		SECTION PREFIX: 322-1721
HIGHWAY: city street		COUNTY: Linn
NAME OF JOB: Sweet Home(Long St.)	KIND OF WORK: grading and paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 7035	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: 7/7/67	DATE WORK STARTED: 7/6/67	~~ESTIMATED~~ COMPLETION DATE: 10/16/67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 90
PROJECT AUTHORIZATION: $ 40,953.37	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 38,041.13	ENGINEERING AUTHORIZATION: $ 2912.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,500	ENGINEERING COST TO DATE: $ 3850	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 9.3 %	PERCENT OF AUTHORIZATION: 132 %	DATE PROJECT WAS COMPLETED: 10/16/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.21	0.21			0.21
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.21	0.21			0.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3000 cy	3370 cy			1180 T
TOTAL QUANTITIES CORRECTED TO DATE	2702	3466			1153
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Roofing
MONDAY	fair			Decker, Bond, Barbee, Walker, Swan
TUESDAY	"			Scott, Wells, Lind Field, Olson, IRD
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	cldy			
SATURDAY				

RECEIVED
NOV 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Division Office on Monday.

PROJECT COMPLETE

FINAL REPORT

SIGNED [signature] Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Sweet Home (Long Street) NOTED H. S. COX Contract No. 7035

Highway City Street Prefix No. 322-1721

County Linn F. A. No. State

Final inspection made on October 17, 1967 By Gerald Wimer

in company with Keats Oliver, Harold Wyman and Ken Ferguson

RECEIVED
OCT 27 1967
ENGINEER
COUNTY & CITY DIVISION

CHECK LIST

Date			
10-20-67	Construction signs removed.	Not closed	Opened to traffic.
N.A.	Salem Office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
10-20-67	Contractor removed equipment from project.		
10-20-67	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project was found to be satisfactorily completed with good ride and appearance except some very minor cleanup remained at the time of inspection and some old sidewalk needs removing to eliminate a small birdbath. The cleanup was subsequently done October 20, 1967. The birdbath will be corrected by State forces, as this is not the contractor's responsibility. The City will furnish a letter of acceptance after their Council meeting next week.

All contract work on this project has been completed and recommendation is made for acceptance on 10-16-67 (date). The semi-final estimate will be submitted about 11-6-67.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
[illegible]
[illegible]
Resident Engineer Keats Oliver
District Maintenance Supt. Howard Johnson
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 10-26-67 atc.

NOTED
P. B. Arnsmeier

NOTED
REYNOLDSON

NOTED (signed)
RICHARD UNREIN

Asst. Division Engineer
(title)

NOTED
MARION C. ROBERTS

NOTED
DON HARWELL

RECEIVED
AUG 21 1967
FOR FILING

322-1721

7035

Bid June 27

July 7, 1967

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading and paving on Long Street in the City of Sweet Home in Linn County for the sum of $35,903 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Sweet Home is received and the sum of $16,550.00 is deposited by the City.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7035. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
Frank Morgan — C. D. Matthis (SIAC)
L. H. Young — R. D. Asburry
I. D. Merchant — Keats Oliver

NOTED
H. S. COX

Salem, Oregon
July 7, 1967

Mr. C. E. Maison
Controller

OFFICE

Attention: Mr. John Kerr

1967 Special City Allotment Project
Long Street
City of Sweet Home

Advance Deposit

The City of Sweet Home's check in the amount of $16,550 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

Richard Unrein, Field Engineer
County and City Division

RUrma

cc: L. E. Young
F. D. Morgan

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MANUR C. HOLMES

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

NOTED
H. S. COX

June 23, 1967

Mr. Harold A. Wyman
City Manager
1140 12th Avenue
Sweet Home, Oregon 97386

Dear Mr. Wyman:

On June 22, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on Long Street in Sweet Home. The apparent low bid was submitted by Morse Bros. of Lebanon and the anticipated cost based on the bid is as follows:

Contractor's bid	$35,903.00
Anticipated Additional Items	500.00
TOTAL	$36,403.00
Engineering & Contingencies (12½%)	4,550.38
TOTAL	$40,953.38
Estimated City share of Preliminary Engineering	584.32
TOTAL ANTICIPATED COST	$41,537.70

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $16,550 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
APR 1 - 1967
FOR FILING
322-1921
7035

April 3, 1967

MISC. CONTRACTS and AGREEMENTS No. 7-035

City of Sweet Home
City Hall
Sweet Home, Oregon 97386

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Sweet Home in Linn County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

REPORT ON SURVEY

SWEET HOME (LONG STREET) SECTION

18th to 22nd AVENUE

C_ _ Street

3-3-67

The purpose of this survey was to obtain field data for the preparation of plans, specifications and estimates for the reconstruction of Long Street between 18th and 22nd Avenue in the city of Sweet Home.

The overall length of the survey is 0.22 mile and follows the existing street alignment. The project starts at the intersection of Long Street and 18th Avenue and terminates at the intersection of Long Street and 22nd Avenue. R/W is symmetrical about the located centerline. No additional R/W will be required.

The typical section for this location is a 44 foot curbed street section with 7½ foot sidewalks. In a few areas the sidewalk will be constructed 5 feet wide and a utility strip left between the curb and ythe side walk. The location of these areas have been selected by the City Engineer. Final base design is 12½" course crushed base, 2" of leveling course and 3½" of asphaltic concrete.

Finish grade will be approximately the same as the existing street grade. The grade was determined by the existing sidewalk grades and the railroad crossing.

Prior to the State calling for bids on the project, the City will remove the existing concrete curbs, remove the sidewalks and driveways which are to be replaced under the contract,

install all necessary 12" storm sewer pipe and replace the existing 4' x 2' box culvert at Station 10+95 with a corrugated iron pipe.

There will be approximately 2700 cubic yards of general excavation which will be excess. The city will, if required, provide a disposal site without charge within a half mile haul distance.

Power and telephone poles will remain within the sidewalk utility strip. There may be some minor adjustment of a water valve or so which will be taken care of by city forces. There are two gas lines in the street, approximately 16' from center line, with a reported depth of about 30" minimum. Some adjustment of these lines may be required in conjunction with the city's ~~dummy~~ installation of the new C.M. pipe at Station 10+95.

The railroad crossing is in good condition and no problems are anticipated during reconstruction.

The street will have to remain open during construction but no problems are anticipated with the traffic. The public traffic can easily be routed over adjacent streets if necessary. A grade school is located with in the project but should be closed down during construction as job is tenatively set for the June letting.

3/3/67

E. A. Hill

Form E-49—30M

TABULATION SHEET

SHEET ..... OF ..... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

SWEET HOME (LONG STREET) SECTION

18th to 22nd Ave.

City Street

	Unit	Net	Allow.	Total	Unit Price	Amount
Clearing & Grubbing	All	All		All		$ 50.00
General Excavation Unc.	C.Y.	2,711	289	3,000	1.25	3,750.00
Finishing Roadbed & Slopes	All	All		All	250.00	250.00
Watering	M.Gal.	100	10	110	[illegible]	440.00
SS-1 Asphalt in Watering	Gal.	2,000	200	2,200	[illegible]	660.00
3/4"-0 Material in Base	Ton	600	60	660	3.10	2,046.00
Stone [illegible] Base	Ton	3,653	347	4,000	3.00	12,000.00
Class "B" Asphaltic Concrete	Ton	1,070	130	1,200	10.00	12,000.00
Concrete Inlets, Type C-1	Each	6	1	7	130.00	910.00
Adjust Manholes	Each	2	-	2	75.00	150.00
Adjust Inlets	Each	1	1	2	50.00	100.00
Capping Inlets	Each	4	1	5	30.00	150.00
Concrete [illegible]	C.Y.	61	5	66	40.00	2,640.00
Concrete [illegible]	Sq. Yd.	140	15	155	5.25	813.75
Concrete [illegible]	Sq. Yd.	890	90	980	4.00	3,920.00
						$39,879.75
				Engineering & Contingencies	(20%) (plus)	7,975.95
				Total		$47,855.70
						716.39
						$ 48,572.09

$\frac{\$ 22,855.70}{\$ 47,855.70} \times \$ 1500 = \$ 716.39$ Est City share of I.E.

SCA

CITY OF SWEET HOME

LINN COUNTY

SWEET HOME, OREGON 97386

NOTED
RICHARD UNREIN

NOTED
H. S. COX

January 23, 1967

Oregon Electric Railroad Company
1101 N. W. Hoyt Street
Portland, Oregon

Attention: Ken King

Dear Mr. King:

Your visit this afternoon concerning various matters relating to railroad crossing in the City of Sweet Home was very much appreciated.

If you will sign and return to me the enclosed letter authorizing the City to have the State have its contractor install concrete sidewalks along the Oregon Electric Railroad's Main Street frontage here in Sweet Home, except for the 10 ft. wide strip where the rails are located, we will get this matter straightened out with the State Highway Department. We appreciate your cooperation in this since I believe we can appreciate that it would be better all around to have this work done by the State's contractor along with the rest of the concrete curbs and gutters and driveways, for which property owners are not to be assessed. Also, we have already arranged for that contractor to also install other concrete sidewalks along with the balance of the job.

We were pleased to note that we were correct in recalling that the Oregon Electric Co. made all necessary improvement to the railroad crossing on Long Street when our 24-inch drain tile was installed a few years ago. I do recall now that you made the work at that time because it was anticipated that further improvement of Long Street would be taking place in the very near future. As you indicated this afternoon, it will only be necessary for the City and State to write in the contract that the asphalt between the rails be replaced as needed. This will make possible the earlier scheduling of the Long Street improvement project by the State Highway Department, which schedule had been tentatively set for next June.

RECEIVED
JAN 27 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Concerning the railroad right-of-way through the City of Sweet Home, I show on the enclosed map those portions of the railroad right-of-way in which I believe the City of Sweet Home would be interested in acquiring title. This has not definitely been confirmed by our Planning Commission and City Council but confirmation would be gotten if the railroad company indicates that this right-of-way would be available. The City is especially interested in acquiring easements for drainage and utility purposes along the right-of-way even if the right-of-way were not available to the City for street right-of-way purposes. Also, the City is most anxious to not have the bridge across Ames Creek demolished, or that the planking be removed. This bridge is in very sound condition and is used very extensively by school children on their way to school in the morning and afternoon. If necessary, I believe the City would assume responsibility for maintenance of this bridge. If something more should be done at this time regarding this right-of-way, easements, and bridge, please suggest what action might be taken by the City of Sweet Home.

I am also pleased to learn that you will have action taken to have the railroad crossbuck signs replaced at the various street crossings, including 9th Avenue, 12th Avenue, 18th Avenue, Pleasant Valley Road, Main Street, and Long Street. Probably the existing crossbuck signs on Elm Street should be removed since this crossing is not being used any more.

Your cooperation on these matters is very much appreciated.

Very truly yours,

Robert G. White

Robert G. White
City Manager

RGW:/ama
Encl: 2
cc: Litchfield
Ackley
Ed Nell

RECEIVED
JAN 26 1967
322-1721
FOR FILE
103

1-25-67

Prefix No. 322-1494

LOCATION PROSPECTUS
SWEET HOME(LONG STREET) SECTION
CITY STREET - LINN COUNTY

HIGHWAY: Long Street from 18th Avenue to 22nd Avenue, city of Sweet Home. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Long Street and 18th Avenue. The easterly terminus is at the intersection of Long Street and 22nd Avenue.

LENGTH: Total length of project is 0.22 mile.

PROGRAM: 1967 Special City Allotment funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted.

TYPICAL SECTION: Forty-four-foot curbed street section with 7-1/2-foot sidewalks.

BASE DESIGN: Tentative base design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	12-1/2" Coarse Crushed
Total Depth	18 "

MATERIAL: Adequate quantities available from commercial sources.

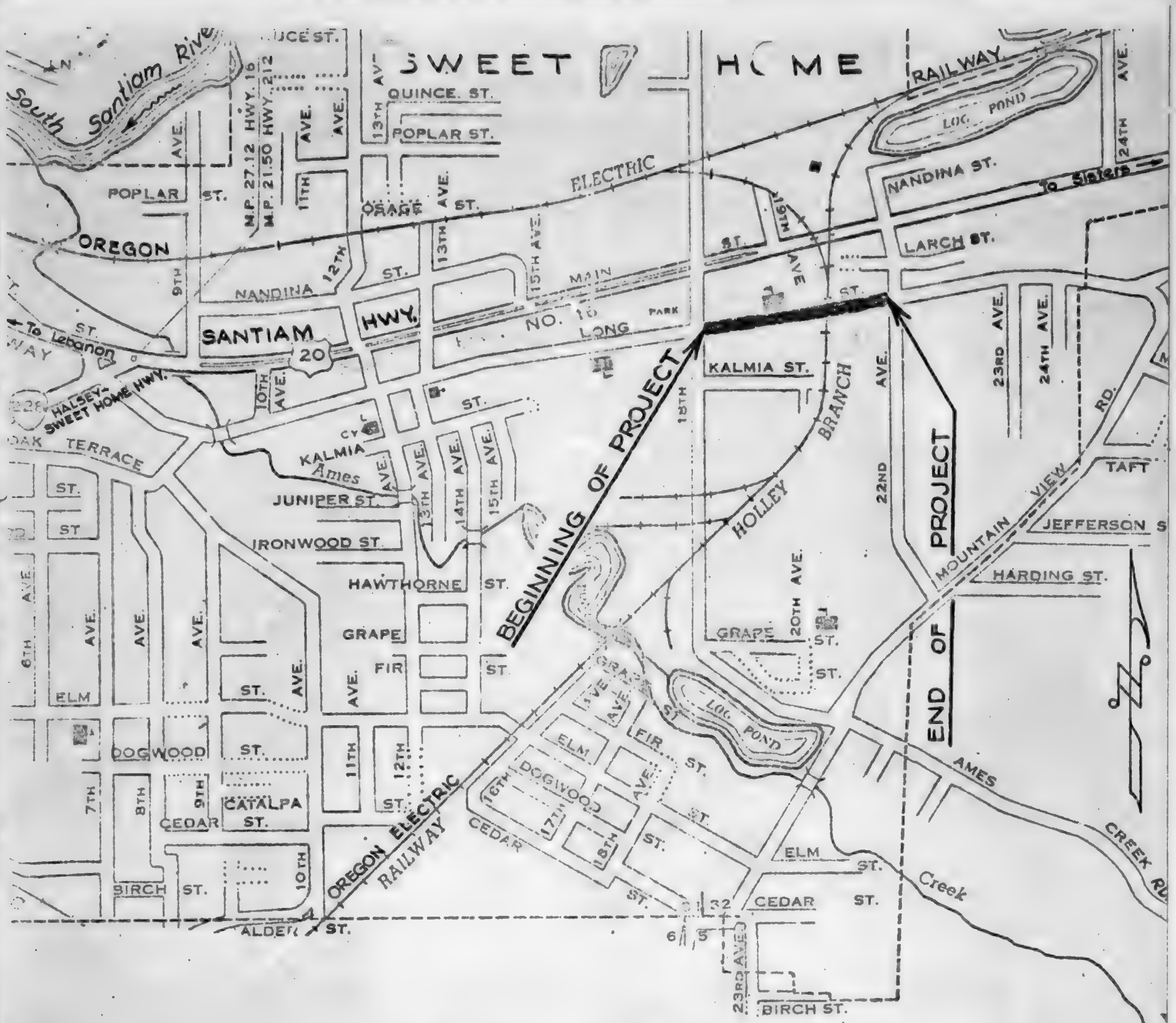
ADDITIONAL FACILITIES: There will be one railroad crossing within the project but no major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment project. Negotiations with Oregon Electric Railway for the improvement of the crossing must be made by the City of Sweet Home. Application to the P.U.C. Commissioner for the alterations of the railroad crossing is the responsibility of the City of Sweet Home.

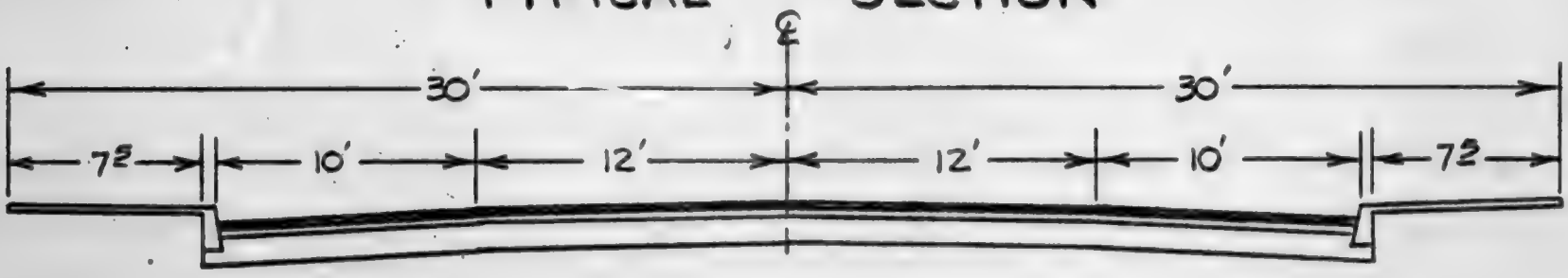
NOTED
R. PORTER

January 23, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
H. H. Young

NOTED
FORREST COOPER



TYPICAL SECTION



PROSPECTUS MAP
SWEET HOME (LONG ST.) SECT.
CITY STREET
Linn County

January, 1967

SCA 167

January 20, 1967

NOTED
H. S. COX

Mr. Robert G. White
City Manager
City Hall
Sweet Home, Oregon 97386

Dear Mr. White:

We are in receipt of your letter of January 18, regarding the East Long Street S.C.A. project, in which you propose that the City of Sweet Home install all drainage pipes, remove all concrete curbs, driveways, and sidewalks, and construct all concrete inlets.

We have no objection to the City of Sweet Home removing all concrete curbs, driveways, and sidewalks required by construction of this project as long as such work is accomplished with no interference to our contractor. The installation of the 40"X60" corrugated metal culvert should be installed by the City prior to the award of a contract by the State for the project.

Construction of the monolithic curb and gutter, concrete inlets, and all drainage other than the 40"X60" corrugated metal culvert, is of such a nature that it cannot be separated into portions to be performed by two separate parties. Separation of these items would lead to higher unit costs, delays, confusion, an inferior product, and a basis of claims by the contractor due to delays. Therefore, we cannot approve of the City of Sweet Home doing a portion of this work.

Should the City of Sweet Home wish to construct the concrete sidewalks and driveways; this work could be performed by the City after the State contractor had completed the construction of the project.

Please advise this office of the work that the City wishes to perform so that it may be incorporated into the plans for the project. This project is presently scheduled for the June 15, 1967 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mr

bc: F.B. Klabee W/Att.
R.D. Asburry W/Att.

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

NOTED
H. S. COX

CITY OF SWEET HOME

LINN COUNTY

SWEET HOME, OREGON 97386

January 18, 1967

State Highway Department
County-City Relations Division
Salem, Oregon

Attention: Dick Unrein

Dear Sirs:

The City Council of the City of Sweet Home noted with pleasure the Highway Commission's decision to include our East Long Street project on the construction program for the coming construction season. The city has scheduled a public hearing for January 31st, prior to the formation of an improvement district for this project. We should encounter no difficulties in having the improvement district properly formed. Irregardless, the city would be proceeding with the project.

It has been customary for the city to utilize its own labor and equipment for removal of concrete excavation and for installing drainage prior to street improvements. We have encountered no difficulty in contracting out the balance of our street improvement work. We note that the State estimated cost for these items would be $6240 for the removal of 1300 square yards of concrete and $5160 for installing 500 ft. of 12 inch culvert and 10 catch-basins. This would be a total of $11,400. Our street improvement policy provides that this portion of the cost is not assessed out to the property owners, but is borne by the entire city through a special property tax levy. We are most anxious to see this annual $25,000 property tax levy go as far as possible. Accordingly, we would propose that the State agree to have the city proceed with the drainage installation and concrete removal on our own. In addition to the above noted work, the city would also install the 40" x 60" corrugated metal culvert under Long Street, the cost for which is estimated at $1848.

If this proposal is acceptable to you, we would appreciate your informing us so that the city could plan its portion of the construction program for this and other streets so as not to hold up the project.

RECEIVED
JAN 19 1967
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

Robert G. White

Robert G. White
City Manager

RGW/ama
cc: Acting City Engineer
F.B. KLOBOE
R.D. ASBURRY

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Form E-20—3M—6-58

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
RICHARD UNREIN

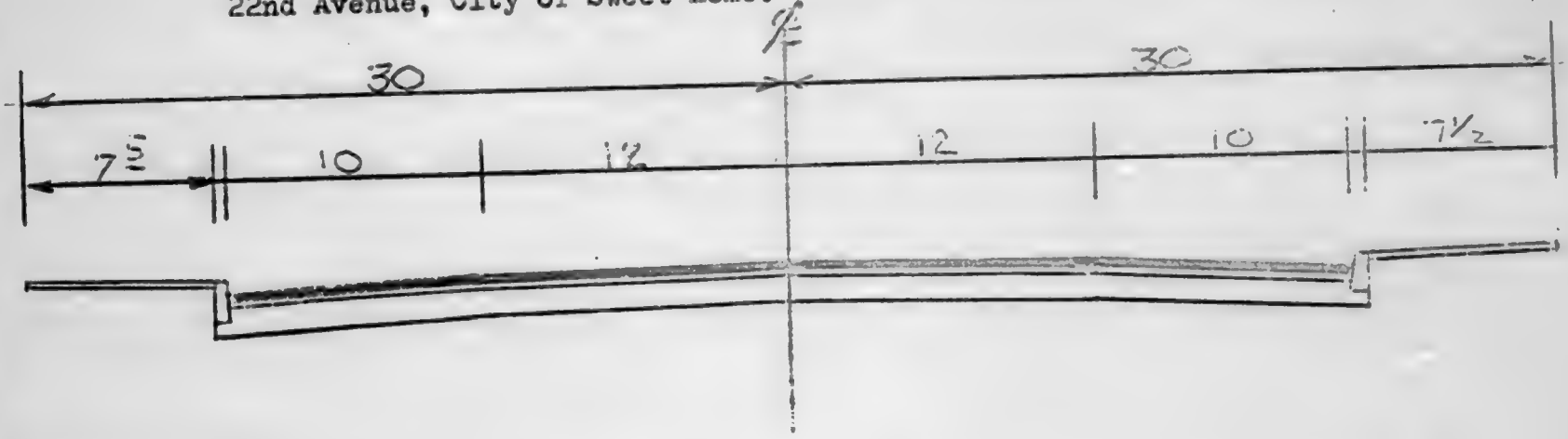
Section Sweet Home (Long Street) ~~City Street~~ Date January 5, 1967

Highway City Street Authorization No. 1

County Linn Div. 2 Survey Prefix 322-1494
(Assigned by Salem office)

Description of termini, route, length, etc.:

Long Street from intersection with 18th Avenue to intersection with 22nd Avenue, City of Sweet Home. TOTAL LENGTH 0.22 MILE



Purpose of survey:

Location survey tp prepare plans, specifications, and estimates for reconstruction on existing alignment.

Field	(901)	$500.00
Plans	(905)	500.00
~~Right of Way~~	~~(909)~~	~~200.00~~
Soils	(910)	~~500.00~~ 200
Utility	(914)	300.00

GT CITY FUNDS

Estimate of cost:

~~1500~~

Total estimated cost of survey . . . . . ~~$ 2,000.00~~

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by E. L. Hall
Field Engineer

Recommended for Approval:
Ass't Construction Engineer

Recommended for Approval:
R. D. Bl...
Division Engineer

Approved:
Ass't State Highway Engineer

State Printing 14030

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JAN 9 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIEL, JR., MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1035

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1967

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

RE: City Allotment Project
Sweet Home (Long St.) Section
Linn County

ATTENTION: Mr. H. F. Moy

Gentlemen:

The 1967 Special City Allotment Program will provide for the grading and paving of Long Street in the city of Sweet Home between 18th and 22nd Avenues. It is proposed that the existing street will be improved to a 44-foot curbed street with 7-1/2-foot sidewalks on each side and will involve the improvement of the existing grade crossing of your Holley Branch.

You will find attached a map of the city of Sweet Home on which the project is shown in red. So that you may plan your work to be completed concurrently with ours, we encourage you to contact Mr. Robert G. White, City Manager for the City of Sweet Home, at an early date and alert him to any improvements you wish to make in the grade crossing protection and crossing surface. I will appreciate receiving copies of your correspondence with the City.

Any agreement as to the type and extent of work to be done in this regard, and its future maintenance, must be negotiated with the City and not the State. It may be appropriate to execute a construction agreement with the State, but it must not contain any provision regarding future maintenance since the street is under the jurisdiction of the City.

It is proposed that bids will be opened for this project on June 15, 1967 and, therefore, negotiations must be completed prior to that date. Additional information will be sent to you as it becomes available.

TWL:fp
Enc.
cc Mr. Robert G. White
City Manager
City Hall
Sweet Home, Oregon 97386

bc F. B. Klaboe
H. S. Cox
R. D. Asburry
F. W. Sugnet

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

REC
OFF
STATE HIGH

NOTED
H. S. COX

December 23, 1966

Mr. Bob G. White
City Manager
City Hall
Sweet Home, Oregon 97386

Dear Mr. White:

As you requested during my meeting with you Thursday, December 22, I contacted our soils and geology division in regard to the existing base material they recently tested on Long Street and Mt. View Road.

On Long Street they made seven test holes and found the existing material to average about 9½" thick and to be very contaminated. This material tested was unsuitable and would fall into a A.A.S.H.O. soil classification.

The material on Mt. View Road was generally of the same condition and averaged 3½-4" thick.

Should you still want tests made on North 18th Avenue, you should reiterate your request and direct it to Mr. F. W. Yarbrough, Soils and Geology Engineer, c/o State Highway Department, Salem, Oregon.

If we can be of further assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUmr
Att. Approved base design
Long Street

cc: F. W. Yarbrough

NOTED
DON HARWELL

CITY OF SWEET HOME

LINN COUNTY

SWEET HOME, OREGON 97386

October 28, 1966

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Richard Unrein
County & City Division
State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

Your letter of October 17, and the discussion of your visit of October 14, relative to the improvement of East Long Street from 18th to 22nd Avenues, were reviewed with our City Council at their October 25 meeting.

The City Council has authorized me to inform the State Highway Commission that the City is willing and able to pay all costs in excess of the State's participation in the amount of $25,000. We have your preliminary estimate of a total cost of $52,500, which would leave a local share of the cost at $27,500. This local share will be met by the City.

Your continued cooperation in this project is appreciated.

Very truly yours,

Robert G. White
City Manager

RGW/bjs

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OCT 31 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section Long Street Highway City of Sweet Home County Linn

Res. Engr. _____ Approx. Length 0.22 Miles. Sta. _____ to Sta. _____

Prefix 7035 Date 10-27-66

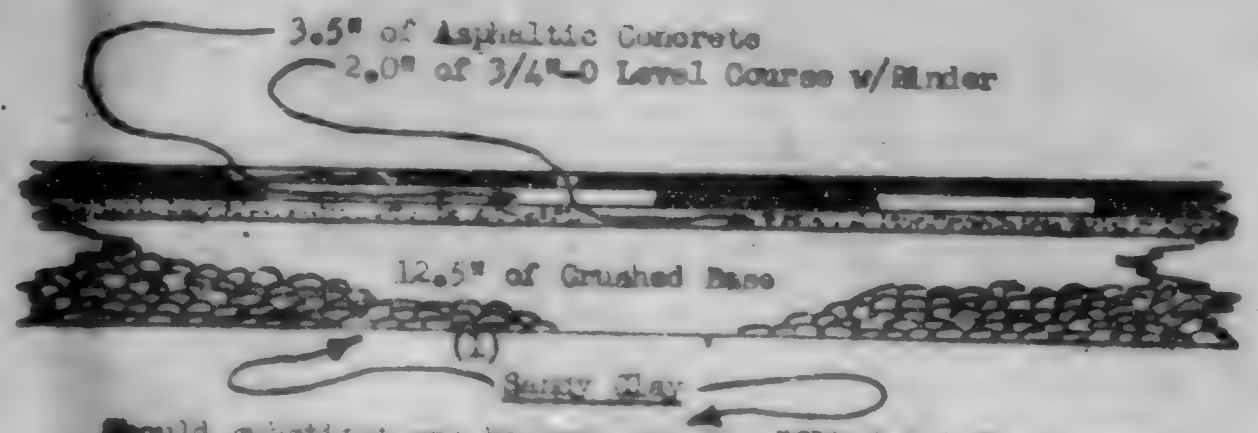
Truck A.D.T. 51 Traffic Coefficient 7.4 18 kip s.a. per day 36.0.

Annual Precipitation 52" (Holley) Frost Penetration _____.

(1)
Typical Soil
37 LL
11 PI
88 % 10
63 %200
12 %Gravel
10 % Sand
15 % Sand
30 %Silt
33 %Clay
19 "R" Value
[redacted]

AASHO CLASSIFICATION:
A-6 (6)

MATERIAL SOURCES:
To be determined by the Engineer.



Should substitutions be made use the "CBR Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals)	=	0.8" Crushed Base

CBR Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.5	12.5	Cr. Base
21.5	21.5	18.0	

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cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

NOTED F.B. MLABOE

Submitted by _____ Staff Assistant

Recommended by _____ Asst. Engineer of Materials

Recommended _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: [illegible]

HIGHWAY: [illegible]

COUNTY: Linn

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT _____ (Total)

B. Future ADT _____ (Total)

C. Mean ADT _____ $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes _____

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = _____ x (C) 2550 = 51

H. % Trucks in Design Lane _____ %

I. Trucks in Design Lane (G) 51 x (H) 100 % = 51

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 4.664

= _____

SECTION: Lang Street

HIGHWAY: City of Sweet Home

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: When constructed to present CSTD [illegible]
5. **Cost Comparisons:** See [illegible]

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or O.L
7. **Stage Construction:** Not [illegible]
8. **Depressed, Surface, or Elevated Design:** S[illegible]
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City prefers A.C.
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Items 6 & 12.
This is a short project (0.[illegible] mi.) with no P.C.C. pavement in the immediate area.

S.C.A. INVESTIGATION DATA

City of SWEET HOME Date Oct 14, 1966 Division II
Street (s) [illegible]
No. previous projects 4
Last project 1961 (year)
Total SCA Funds to date $ 66,828

EXISTING

Surface now in place: A.C. — Oil — Gravel — Concrete —
Surface width: 47 feet, Shoulder-shoulder width: 47 feet
C-C width: 44 feet, Right-of-way width: 60 feet

Remarks: [illegible] broken curbs & gutters
Mat'l in [illegible] & City Engr. (see sheet on back)

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 41 feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. 3½ inches, Leveling 2 inches, Base 12½ inches
Length: 1150 feet, 0.22 mile. Type curb: Type A curb.

Remarks: Grade for curb and gutter & walks
& Equip. fill [illegible]
Drainage ditch 40-60 each side [illegible]
with width. [illegible] C.R. exist. one.

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ [illegible]
General Excavation	c.y.	3,670	1.25	4,587.50
Drainage Excavation	c.y.	75	4.00	300.00
Culvert Pipe 12" CONC.	lin. ft.	500	4.00	2,000.00
Base Material (1-1/2-0)	c.y.	2,650	3.25	9,362.50
Level Material (3/4-0)	c.y.	425	3.50	1,487.50
Asphalt	ton	1,104	8.50	9,384.00
Inlets	ea.	10	200.00	2,000.00
[illegible] REMOVE CURBS	Lin. ft.	1600	1.00	1,600.00
Concrete Curbs	c.y.	125	45.00	5,625.00
Concrete Walks and Drives	sq. yd.	1300	4.30	5,200.00
Watering	M/gal.	90	3.50	315.00
[illegible] M.H.'s	ea.	2	300.00	600.00
Adjust [illegible]	ea.	—	—	—
Other REMOVE MARKS DRIVES	sq.yd.	800	1.00	800.00

* Items include 10% allowance.

Total	$ 43,161.50
Engineering & Contingencies (20%)	8,632.30
TOTAL	$ 51,793.80
City's Estimated Share of Survey	929.00
TOTAL ESTIMATED COST	$ 52,723.80

_____ = 1.7 X 41 X 25 X 1.1 / 27 =	3,[illegible]	C.Y.
_____ = 2.0 X 2 X 50 / 27 =	11	C.Y.
_____ = 1.04 X 45 X 25 X 1.4 / 27 =	2,850	C.Y.
_____ = .17 X 41 X 25 X 1.4 / 27 =	435	C.Y.
_____ = _____ = _____	1,[illegible]	TON.
_____ = _____	121	[illegible]
_____ = .[illegible] X ( ) =	9[illegible]	M.GAL.

_____ [illegible]

_____ = [illegible] / 5,[illegible] X [illegible] = 8 [illegible]

NOTED H. S. COX

NOTED RICHARD UNREIN

SCA

PROJECT DATA, CITY OF Sweet Home Date 6/28/66

To be financed by Special City Allotment Fund and necessary city funds.

Street name Long Street, 18th to 22nd Avenue
(Locate project on attached map.)

Project length 1100 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 44 feet, width of shoulders: --- feet

Curbed section; width curb to curb: 44 feet

Remarks This width would match Long Street, west of 18th Avenue

---

Surface now in place: Oil X Paving ____ Gravel ____
Possible use of present oiled base should be considered. Is now being studied
Present surface width: 24 feet by State Testing Laboratory.

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: Right-of-way --{ 18th Avenue - 45 & 50 feet (to be widened
22nd Avenue - 60 feet to 50 feet)

Are intersecting streets curbed? Yes X No ____

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No ____ Probably should be replaced because of condition, grade, and to add gutters.

Width between present curbs: 44 feet

City to construct curbs? Yes X No ____ Will contract with sidewalks

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: 7 ½ feet

Does city desire special type of curbs? Yes ____ No X

Explain: No curbing planned for railroad crossing

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COUNTY & CITY DIVISION

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: 2200 **feet; Width:** 5 **feet**

Distance between present sidewalks: 50 **feet**

Are sidewalks to be constructed as part of project? Yes___ No X City will let contract for those sidewalks to be replaced or widened.

Width of sidewalks to be constructed: 5 and 8 **feet**

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes X No___

Give: Length to be constructed and On which side of street

1100 feet	N. X	S.___	E.___	W.___
1100 feet	N.___	S. X	E.___	W.___

Should sidewalks be placed against curbs? Yes X No___ Except for easterly 400 ft. on north side.

Is utility strip required? Yes X No___; **Width:** 5 **feet** Only on easterly 400 ft. on north side.

Remarks Asphalt sidewalks adjacent to railroad crossing

STORM SEWERS -

Now in place? Yes X No___ 6" and 8" tile to be replaced by 12 inch tile

If yes, are they adequate for increased flow? Yes___ No X Inadequate size and fall for present flow.

Indicate depth of main lines from present surface: 3 **feet**

To be constructed by City? Yes X No___

To be constructed as part of project? Yes___ No X

Show location of outfall on city map.

SANITARY SEWERS -

Now in place? Yes X No___ NOTE: City to adjust if required.

If yes, indicate depth of sewers from present surface: 5 **feet**

Remarks

NOTED
RICHARD UNREIN SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___ 4 inch line to be supplemented by eight inch line - scheduled for Spring, 1967.

If yes, how deep from present surface? 4 feet

Remarks All water services would be replaced prior to street construction.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No X

Portland cement? Yes X No ___

How many? 20

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No X (If yes, please include copy of ordinance.)

Remarks Driveways normally limited to 20 feet in residential areas.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Linn County Telephone Co.

Railroad tracks? Yes X No ___

Which company? Oregon Electric Railroad

Is crossing presently protected by automatic railroad signals?

Yes X No ___

Remarks State Highway Dept. has previously indicated that new planks needed under railroad crossing.

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ___

Clearing? Yes X No ___

Base rock? Yes ___ No ___

Concrete curbs? Yes X No ___

Driveways? Yes X No ___

NOTED
RICHARD UNREIN

Remarks City would also desire to install drainage.

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date Formation of improvement district will supplement city funds.

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: 22nd Avenue, south of Long Street

General remarks:

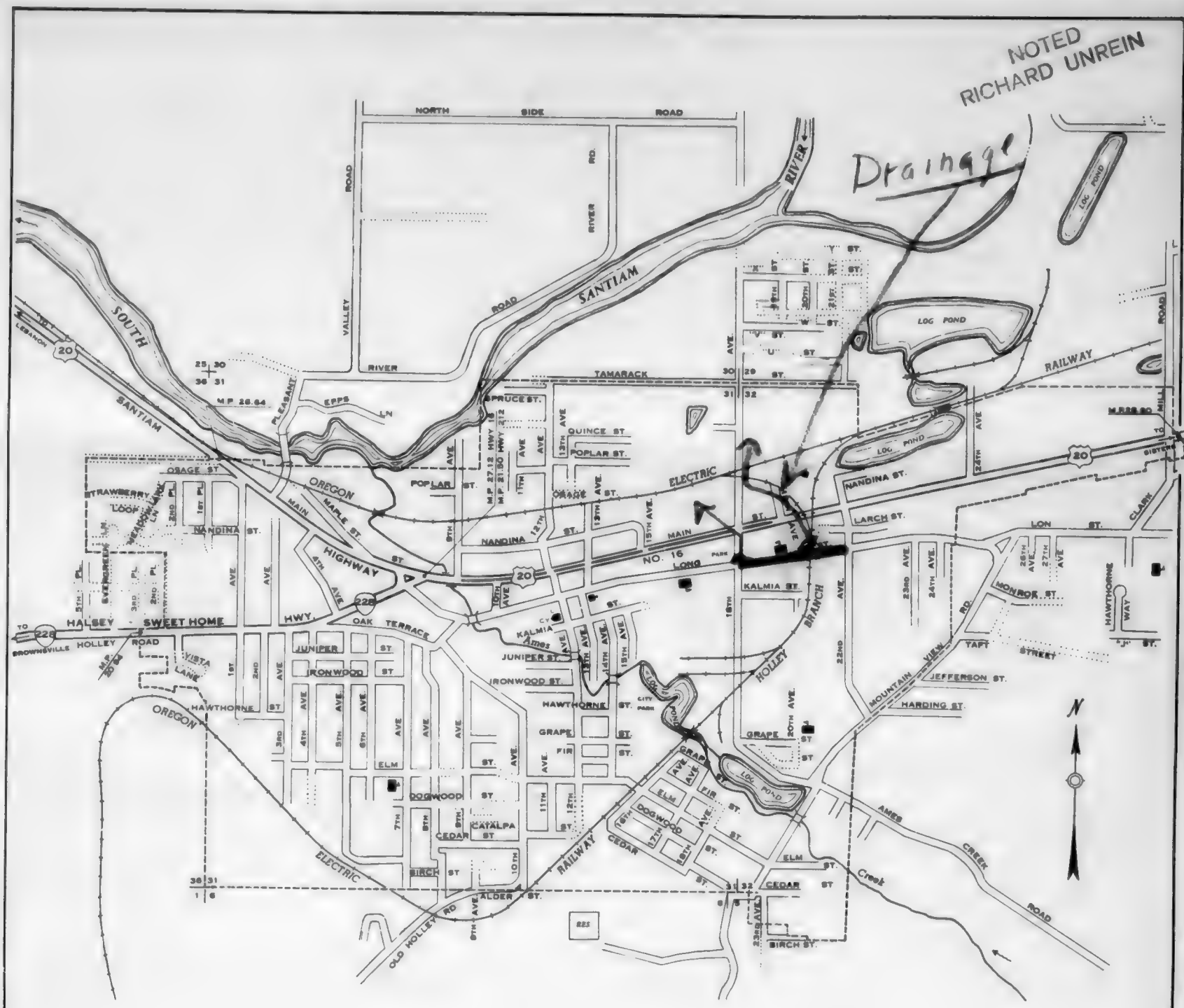
By Lucile Woolley
Mayor

By Robert J. Watts
City Recorder or City Manager

By Kenneth J. Jensen
Acting City Engineer

NOTED
RICHARD UNREIN

Drainage



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SWEET HOME

LINN COUNTY

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,945

Scale in Feet

Revised October 1965

NOTED
RICHARD UNREIN

6-1-66

R E S O L U T I O N #37 for 1966

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon and has a population of 4,082 as given by the latest official census; and

WHEREAS, the following streets of said city,

Long Street, from 18th to 22nd Avenue

RECEIVED
JUN 21 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Sweet Home does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert G. White, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14 day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

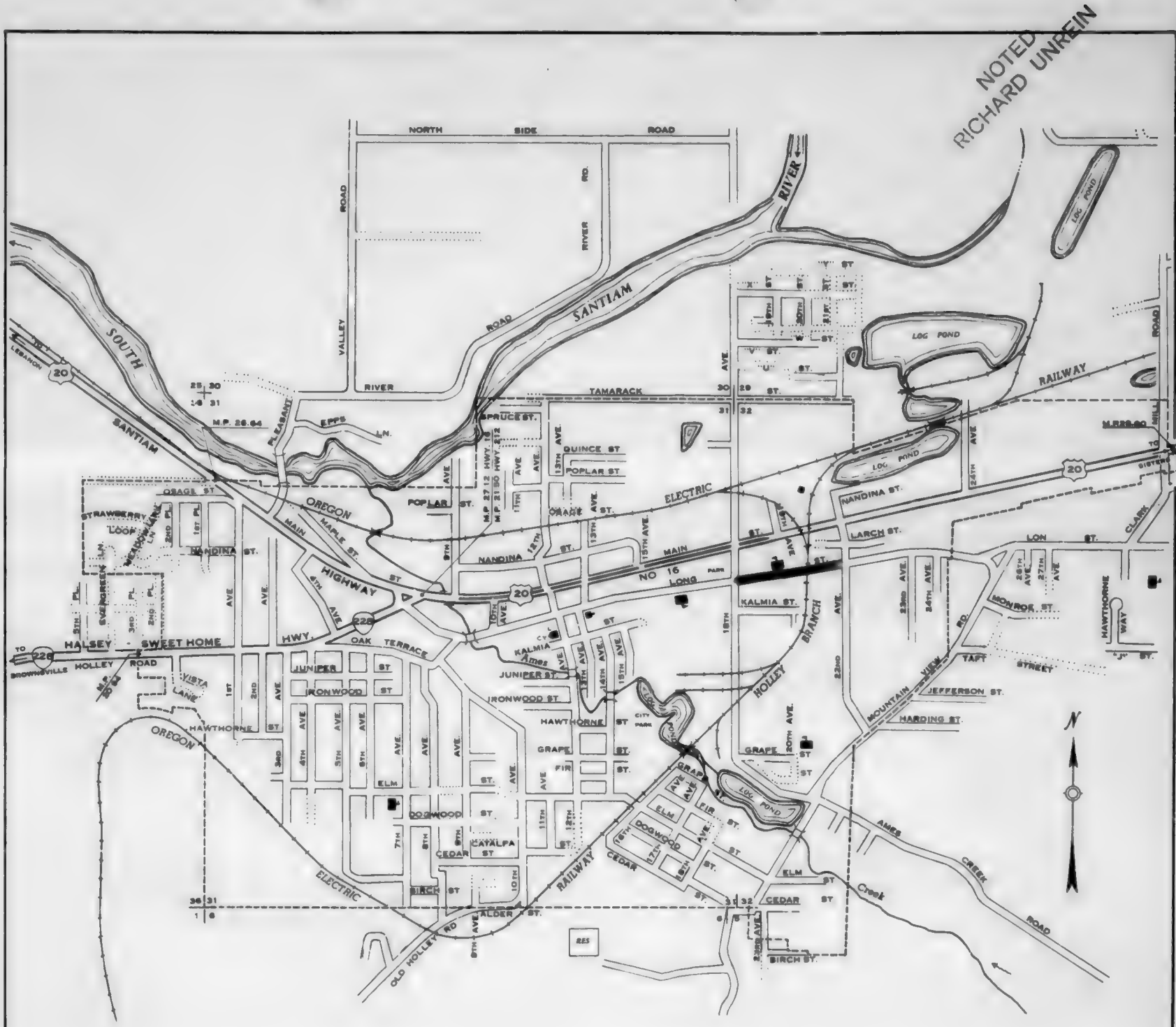
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sweet Home at a regular or special meeting of said Council, held on the 14 day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14 day of June, 1966.

Robert G. White
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - ct – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SWEET HOME

LINN COUNTY

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,945

Scale in Feet

Revised October 1965

SU-528(2) Silverton Rd.-Sunnyview Ave. 1967
Sec. of FAS 741 (Lancaster
#7036 Dr.) Grad. & Pav.

CAA 3326

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96367

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-5-68	CC 1138		021-1071-267

Contract 7036
SH-528(2)

Marion County
Courthouse
Salem, Oregon 97301

NOTED
J. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson, Director of Public Works			
Final Billing: Silverton Road-Sunnyview Avenue Section, SAS 741. Covered by agreement dated 6-5-67.			
County Advance Deposit		45,000.00	
Less amount previously transferred		35,000.00	
			10,000.00
County share construction costs		42,709.26	
Less amount previously transferred		35,000.00	
			7,709.26
To be refunded			2,290.74

NOTED
MANNOR C. HOLMES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ _____

By _____

NOTED
DON HARWELL

FORM FR-33C
(REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION NO. 8

FINAL INSPECTION OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

(Submit original and 3 copies to the Public Roads Division Office)

4-10-68

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: L. H. Young

TITLE: Office Engineer

STATE: Oregon

COUNTY: Marion

PROJECT NO.: SU-528(2)

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: J. J. Hegmann, Area Engineer

DATE OF INSPECTION: 11-13-67

IN COMPANY WITH: E. Hall, Res Engr & G. Wimer, Asst Div Engr, OSHD; T. Kuenzi, Asst Marion County Engr

CONTRACTOR'S NAME: D & D Paving, Inc., D & D Construction, Inc., and Salem Black Top Paving Co., Inc.

CONTRACT AMOUNT: $ 195,853.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, drain four 12' lanes, high-type pavement with 8' paved shoulders and 4' median, curb section with two 5' AC walks

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 68 C-C feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
6210	0.88	68

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
NA	

REMARKS: The project has been completed in apparent conformity with the State standards and procedures approved in accordance with the 1964 Secondary Road Plan.

SILVERTON ROAD - SUNNYVIEW AVENUE SECTION
FAS 741 (LANCASTER DRIVE)
Grading and Paving
Contract No. 7036

RECEIVED APR 23 1968 ENGINEER COUNTY & CITY DIVISION

4/23/68 Copies to Young Chase Anthony Hall Cook, Hatcher Zee

NOTED P. B. KLABOE

NOTED HAROLD REYNOLDSON

The project work was completed November 8, 1967. Final cost of contract items was approximately $194,733.75, 0.6% under the bid amount. Total cost, including $20,000 for construction engineering, amounted to approximately $219,110.

During the inspection spot-check measurements of width of pavement curb-to-curb and sidewalk indicated reasonably close conformance to plan typical section dimensions.

A copy of the Materials Certification is attached.

NOTED P. B. Arensmeier

J J Hegmann

Acceptance of the Project is recommended: J. J. Hegmann, Area Engineer

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE DIVISION ENGINEER: R. E. Simpson

DATE: April 10, 1968

STATE HIGHWAY DEPARTMENT COPY

NOTED R. H. PRANGE

NOTED RICHARD UNREIN

NOTED MAINOR C. HOLMES

NOTED DON HARWELL

RECEIVED
FEB 28 1968

FORM
SU-528(2)
7036

February 27, 1968

U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $67.03 will be made to D & D Paving, Inc., D & D Construction, Inc., and Salem Black Top Paving Co., Inc., on Contract No. 7036 for grading and paving Silverton Road and Sunnyview Avenue on FAS 741 in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $199,185.18 including the post-final payment. Of the total $3,347.33 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc D & D Paving, Inc.
D & D Construction, Inc., and
Salem Black Top Paving Co., Inc.
1615 22nd Street, S. E.
Salem, Oregon 97302

C. H. Maison
Attn: John Herr

RECEIVED
DEC 7 - 1967
FOR FILING
SU-528(2)
1036

December 7, 1967

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 7036 awarded to D & D Paving, Inc., D & D Construction, Inc., and Salem Black Top Paving Co., Inc., for grading and paving on the Silverton Road-Sunnyview Avenue Section of FAS 741 (Lancaster Drive) in Marion County was completed on November 8, 1967, and accepted by the Highway Commission on December 6, 1967.

Final payment in the amount of $5,883.38 will be released to the contractor after December 14, 1967. The total contract amount is $199,118.15 including $3,280.30 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm

cc D & D Paving, Inc.,
D & D Construction, Inc., and
Salem Black Top Paving Co., Inc.
1815 22nd Street SE
Salem, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 7 - 1967

511-528(2)
7036

December 6, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1967, on Contract No. 7036. The contract was with D & D Paving, Inc., D & D Construction, Inc., and Salem Black Top Paving Company, Inc., and was for grading and paving on the Silverton Road-Sunnyview Avenue Section of PAS 741 in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb:jes

SU-528(2)

7036

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SILVERTON RD.-SUNNYVIEW AV.		WEEK ENDING: November 18,1967
		SECTION PREFIX: 524-1071
HIGHWAY: FAS 741 (Lancaster Dr.)		COUNTY: Marion
NAME OF JOB: Silverton Rd. - Sunnyview Ave. Sec.	KIND OF WORK: Grading and Paving	
CONTRACTOR: D & D Paving, Inc., D & D Const., Inc., & Salem Black Top Paving	CONTRACT NUMBER: 7036	FEDERAL AID PROJECT NUMBER: SU-528(2)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 24, 1967	ESTIMATED COMPLETION DATE: [redacted]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 105	WORK DAYS USED / CALENDAR DAYS USED: 103
PROJECT AUTHORIZATION: $ 224,440.87	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 208,480.63	ENGINEERING AUTHORIZATION: $ 15,960.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 199,109.88	ENGINEERING COST TO DATE: $ 20,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT [redacted] UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 125 %	DATE PROJECT WAS COMPLETED: November 8, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.88	0.88		PMBB	0.88
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,650 CY	26,280 T		4,200 T	8,400 T
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,578 CY	21,700 T		3,969 T	8,267 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan — Pease

Decker — Morelock

Bond — Trout

Barbee — Scott

Walker — Wills

Glenn — Litchfield

Swan — Olson

RECEIVED
NOV 20 1967
CONSTRUCTION
DIVISION

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON
EXECUTIVE SECRETARY
BRUCE PROSSER

FOR FILING

SU-528(2)

11-4

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON

TELEPHONE 364-4401
524-1071

November 13
1 9 6 7

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: FAS 741 - Lancaster Drive

Dear Mr. Asburry:

This is to advise that Marion County has accepted the improvement to Lancaster Drive between Sunnyview Avenue and Silverton Road.

Thank you very much for your assistance in making this possible.

Very truly yours,

Pat McCarthy

Pat McCarthy
Chairman

PMcC:s

RECEIVED
DIVISION ENGINEER - DIST. NO. 2
NOV 14 1967
ROUTING
ASBURY
CARFIELD
WEST
BOYD

NOTED
FLOYD OLIVERY

SU-528(2)

7036

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SILVERTON RD.-SUNNYVIEW AV.		WEEK ENDING: November 18,1967
		SECTION PREFIX: 524-1071
HIGHWAY: FAS 741 (Lancaster Dr.)		COUNTY: Marion
NAME OF JOB: Silverton Rd. - Sunnyview Ave. Sec.	KIND OF WORK: Grading and Paving	
CONTRACTOR: D & D Paving, Inc., D & D Const., Inc., & Salem Black Top Paving	CONTRACT NUMBER: 7036	FEDERAL AID PROJECT NUMBER: SU-528(2)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 24, 1967	ESTIMATED COMPLETION DATE: [redacted]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 105	CALENDAR DAYS USED 103
PROJECT AUTHORIZATION: $ 224,440.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 208,480.63	ENGINEERING AUTHORIZATION: $ 15,960.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 199,109.88	ENGINEERING COST TO DATE: $ 20,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT [redacted] UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 125 %	DATE PROJECT WAS COMPLETED: November 8, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.88	0.88		PMBB	0.88
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				12,650 CY	26,280 T		4,200 T	8,400 T
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				12,578 CY	21,700 T		3,969 T	8,267 T
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
Gifford

RECEIVED
NOV 20 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Division office on Wednesday, November 15, 1967.

FINAL REPORT

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON
EXECUTIVE SECRETARY
BRUCE PROSSER

FOR FILING
511-528(2)
10.16

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON

TELEPHONE 364-4401
524-1071

November 13
1 9 6 7

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: FAS 741 - Lancaster Drive

Dear Mr. Asburry:

This is to advise that Marion County has accepted the improvement to Lancaster Drive between Sunnyview Avenue and Silverton Road.

Thank you very much for your assistance in making this possible.

Very truly yours,

Pat McCarthy

Pat McCarthy
Chairman

PMcC:s

RECEIVED
DIVISION ENGINEER - DIST. No. 2
NOV 14 1967
ROUTING
ASBURY
CANFIELD
BOYD

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

FAS 741, Marion Co

11-2-67

Project Name Silverton Road-Sunnyview Avenue Contract No. 7036

Highway FAS 741 (Lancaster Drive) Prefix No. 524-1071

County Marion F. A. No. SU-528(2)

Final inspection made on 10-27-67 By R. D. Asburry

in company with Ray Daniels of contracting firm and Resident Engineer E. J. Hall.

RECEIVED
NOV 2 1967
ENGINEER
COUNTY & CITY DIVISION

CHECK LIST

Date			
10-30-67	Construction signs removed.	Never closed	Opened to traffic.
	Salem Office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
10-27-67	Contractor removed equipment from project.		
10-27-67	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Appearance and riding quality of job good. One item needing attention was observed. It was the adjustment of some inspection holes for a gas line. These are the responsibility of the utility company to adjust. They were in the process of adjusting them at this time. The County has been contacted regarding an official inspection but have so far not requested one. The B.P.R. advises that they would like to wait and accompany the County if the County so requests to make an official inspection.

All contract work on this project has been completed and recommendation is made for acceptance on 10-27-67 (date). The semi-final estimate will be submitted about 11-15-67.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
Maintenance Engineer E. S. Hunter
Bridge Engineer Ivan Merchant
Resident Engineer E. J. Hall
District Maintenance Supt. F. T. Lacey
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 11-1-67 O.M.

NOTED RICHARD UNREIN

NOTED HAROLD REYNOLDSON

NOTED P. B. Arensmeier

NOTED R. H. PRANGE

R. D. Asburry
(signed)

Division Engineer
(title)

The feathering of the new AC to the existing does not seem to [illegible] (NW)

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-31		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5 7021c	(PPM 21-7) 7-20-67	Marion
		PROJECT NO. SU-528(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Silverton Rd.-Sunnyview Ave. Section of County FAS Route 741 in Marion Co.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	0.877
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 219,288	$ 139,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By /s/ F. B. Klaboe
F. B. Klaboe
(Title)

By Assistant State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 20, 1967

Oregon State Highway Department

Federal-Aid
Project No. SU-528(2)

SILVERTON RD.--SUNNYVIEW AVE. SECTION AT

COUNTY PAS ROUTE 741 IN MARION COUNTY.

Project Agreement Estimate

Salem, Oregon, July 12, 1967

Type Code 5231
Roadway (Sta. 99 60 to Sta. 145 90)(Contract 7036)

Clearing and Grubbing	All Req.			$ 4,000.00
General Excavation, Unclassified	12,850	cu.yd.	$ 1.08	13,662.00
Finishing Roadbed and Slopes	0.88	mi.	1,200.00	1,056.00
Trench Excavation	860	cu.yd.	4.00	3,440.00
Watering	360	M-gal.	3.50	1,260.00
SS-1 Asphalt in Watering	7,000	gal.	0.30	2,100.00
Blanket Course	9,200	ton	2.50	23,000.00
3/4"-Material in leveling Course	350	cu.yd.	4.70	1,645.00
Stone Base	12,360	ton	2.20	27,192.00
Plant Mix Bituminous Base	4,200	ton	6.40	26,880.00
Asphalt in Tack Coat	6	ton	50.00	300.00
Class "B" Asphaltic Concrete	8,400	ton	6.40	53,760.00
8-inch Sewer Pipe	1,340	lin.ft.	2.45	3,283.00
12-inch Sewer Pipe	980	lin.ft.	3.00	2,940.00
15-inch Sewer Pipe	470	lin.ft.	4.00	1,880.00
Concrete Manholes	2	only	200.00	400.00
Concrete Inlets, Type CB-1	28	only	110.00	3,080.00
Concrete Inlets, Type CB-2	2	only	125.00	250.00
Adjusting Manholes	2	only	35.00	70.00
Adjusting Boxes	6	only	15.00	90.00
Concrete Curbs	500	cu.yd.	37.50	18,750.00
Extra for A.C. Concrete Approaches	34	only	35.00	1,190.00
Extra for A.C. Concrete Walks	4,500	sq.yd.	1.25	5,625.00
				$195,853.00
Flagging (57½ of contractors cost)	All Req.			3,000.00
Connect Existing Drains to Storm Sewer System	All Req.			500.00
				$ 3,500.00
	Subtotal			$199,353.00
	10% Engr. & Cont.			19,935.00
		Total		$219,288.00

Length of Project - - - - - - - - 0.877 Mile
Cost of Roadway Per Mile - - - $250,043.33

Federal Funds		$139,200.00
State Funds		40,044.00
County Funds		40,044.00
	Total	$219,288.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SILVERTON RD.-SUNNYVIEW ROAD SECTION

PROJECT NO. SU-528(2)

STATE WORK

Move Mailboxes	All Required	$150.00

Fred W. Hill, Member
Malix

July 14, 1967

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson

Gentlemen:

This is to acknowledge receipt of your advance deposit of $45,000.00 for the Silverton Road-Sunnyview Avenue Section of FAS 741. Contract No. 7036 has been awarded to D & D Paving Inc., D & D Construction Inc., and Salem Blacktop Paving Company Inc., Salem.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By
HR

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr
Encl.

NOTED
P. B. Aramsmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

FORM A-159 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 91993

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-11-67	CC 1057		52[illegible]-1071-297

Marion County
County Courthouse
Salem, Oregon 97301

Att: John Anderson

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			45,000.00
Partial transfer of advance deposit for the Sunnyview Road - Silverton Road Section, FAS 741, covered by agreement dated June 5, 1967.			35,000.00
To be retained			10,000.00

RECEIVED
JUL 13 1967
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $----------

By----------

NOTED
HAROLD
REYNOLDSON

NOTED
HOWARD UNREIN

NOTED
HUTNELL

Fred W. Hill, Member
Helix

NOTED
H. S. COX

June 23, 1967

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

NOTED
P. D. Accountable

Attention: John Anderson, Director of Public Works

Gentlemen:

On June 22, 1967, a satisfactory bid was received from Salem Blacktop Paving Company Inc., D. &. D. Construction Inc., and D. &. D. Paving Inc., for constructing the Silverton Road-Sunnyview Avenue Section of FAS 741. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract,

Bid Items	$195,853.00
Flagging	3,000.00
Moving Mail Boxes	150.00
Connect existing drains	500.00
Engineering & Contingencies (12½%)	24,937.88
ESTIMATED TOTAL COST	$224,440.88

County Advance Deposit:
20% of $224,440.88 = $44,888.17 or say $45,000

Please make this advance deposit in the amount of $45,000.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD REYNOLDSON

Harold Reynoldson
Planning Engineer

HRmr

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
[illegible] HARWELL

RECEIVED
JUN 30 1967

FOR FILING

811-528(2)
10-6

June 29, 1967

D & D Paving, Inc.;
D & D Constr. Inc.; and
Salem Black Top Paving Co., Inc.
1815 22nd Street SE
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading and paving on the Silverton Road-Sunnyview Avenue Section of FAS 741 in Marion County for the sum of $195,853.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Marion County is received and the sum of $45,000 is deposited by the County.

Later that same day clearance was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7036.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

WLN

cc Frank Morgan
L. N. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 7 - 1967
FOR FILING
SU 53X (3)
1036

June 6, 1967

Board of County Commissioners
Marion County Court
Salem, Oregon 97301

MISC. CONTRACTS and AGREEMENTS No. 3376

Gentlemen:

Enclosed for your files is a fully executed copy of a construction finance agreement covering the Silverton Road-Sunnyview Road Section of Lancaster Drive (FAS 741) in Marion County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

young 5-24-67

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5/18/67

BY (Signature): Mr. Young's May 8, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 972 THRU 977

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
972	S-522(3)—7035	9.15	160,500	96,300
973	SU-528(2)—7036	0.88	245,000	147,000
974	S-457(2)—7043	1.41	135,600	81,360
975	S-561(1)—7043	0.15	14,400	8,640
976	S-432(5)—7044	2.50	400,000	240,000
977	SU-433(4)—7049	0.000	14,000	8,400
	Totals	14.09	$969,500	$581,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Drake Creek-Warner Hwy Sec.	Surface
Sunnyview-Silverton Rd. Sec. 1/	Gr., pave
Kent Loop Sec.	Gr., Surface
Kent Loop Sec.	Gr., Surface
Cape Lookout-Sand Lake Sec.	Grade
Cedar Hills Blvd. 1/ 2/	Traffic Signals

1/ These projects have satisfied the requirements of IM 50-2-65.

2/ This project is classified as a Safety Improvement Project, and approval for inclusion in the inventory is granted.

REMARKS (Division)

The exception on Item 976, S-432(5) concerning construction standards is satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5/18/67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 18386-P66

RECEIVED MAY 26 1967

FOR FILE SU 7036

5-24-67

RECEIVED

Dear Sir:

Very truly yours,

RNC.ebl

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT (66)	FUTURE (70)	YEAR (71)–(72)						
	1	Co. Rd. Sunnyview Ave. to Silverton Rd.(Salem			7,000	13,300	87						
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)				
	Gr. Dr. High Type Pave.												
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME					
	Secondary							Marion					
	NAME OF URBAN AREA 17–31							ROUTE NO. S	FEDERAL-AID				
	Salem								741				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1	(14-15)	(16)	41	42						
5					**PE**		Co. Rd. Sunnyview Ave. to Silverton Rd. (Salem			
5					**ROW**					
5					**CONST** (CODE)			0.88	245,000	147,000
							PROJECT TOTALS	0.88	245,000	147,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(Salem)	ADT	7,000	13,300	87	08	Oregon	35	022	973
			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70) (71)	(72)	(73) (74)	(75) 14	SU- 23	7 528 13	(24)	(26) 27

COUNTY NAME	CODE	PROGRAM STAGE
Marion	047 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	741 (32)	Co. Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr. 4-12' Lanes H.T. Pave. With 8' Paved Shlds. and 4' Median, Curb Section With 2-5' A.C. Walks.
					ROW- 80' Min; Access Control- None; Parking Restrictions- None
0.88	245,000	147,000	49,000	49,000 (County)	
0.88	245,000	147,000	49,000	49,000 (County)	
(16)	(23)	(24) (33)			

REMARKS: Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 46906-P61

SUNNYVIEW AVE.-SILVERTON RD. SECTION

Project SU-528(2)

ADJACENT SECTIONS:
NORTH END: A.C. paved and curbed section with 4-11' lanes, 1' shy distance at each curb with 1' median and no parking.

SOUTH END: A.C. paved and curbed section with 4-11' lanes, 4' median, 2-10' parking areas, and 2-5' A.C. sidewalks.

PROJECT DATA: Grade, curb, and place A.C. paving 68' wide for 4-12' lanes, 4' median, 2-8' parking areas and 2-5' A.C. sidewalks. Install storm sewers.

RIGHT-OF-WAY: 80' minimum.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See 528(1)

MONTHLY TRANSACTION NO. 5-69

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

DATE SUBMITTED TO W. O. MAY 18 1967

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co. Rd. Sunnyview Ave. to Silverton Rd.(Salem 21 65	ADT	7,000	13,300 (66) (70)	87 (71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Gr. Dr. High Type Pave. 26 62	(63) (65)	(66) (69)	(69)	(70)	(71)	F-1 (72) (73)	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Mario
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. S / FEDERAL-AID 741

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 5)	(15	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		Co. Rd. Sunnyview Ave. to Silverton Rd. (Salem			
5					ROW					
5	30			3	CONST (CODE) 6210	6		0.88	245,000	147,000
							PROJECT TOTALS	0.88	245,000	147,000
									(16) (23)	(24) (3

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES MAY 1

B.P.R. OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d.(Salem)	ADT	7,000	13,300	87	08	Oregon	35	022	973
68			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73) A-2	(74) (75)	SU-	528	(2)	(24) (26)	27
					14 23	7	13		

COUNTY NAME: Marion — CODE: 047 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 741 — STATE: Co. Rd. (32) (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr. 4-12' Lanes H.T. Pave. With 8' Paved Shlds. and 4' Median, Curb Section With 2-5' A.C. Walks.
					ROW- 80' Min; Access Control- None; Parking Restrictions- None
0.88	245,000	147,000	49,000	49,000 (County)	
0.88	245,000	147,000	49,000	49,000 (County)	
	(16) (23)	(24) (33)			

RECEIVED
MAY 22 1967
ENGINEER
COUNTY & CITY DIVISION

REMARKS: Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

SUNNYVIEW AVE.-SILVERTON RD. SECTION

Project SU-528(2)

ADJACENT SECTIONS:
NORTH END: A.C. paved and curbed section with 4-11' lanes, 1' shy distance at each curb with 1' median and no parking.

SOUTH END: A.C. paved and curbed section with 4-11' lanes, 4' median, 2-10' parking areas, and 2-5' A.C. sidewalks.

PROJECT DATA: Grade, curb, and place A.C. paving 68' wide for 4-12' lanes, 4' median, 2-8' parking areas and 2-5' A.C. sidewalks. Install storm sewers.

RIGHT-OF-WAY: 80' minimum.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See 528(1)

May 10, 1967
(date)

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson, County Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 741 (Lancaster Drive)

Section Silverton Road-Sunnyview Avenue: FAS-C, Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

May 12, 1967
(date)

By Patricia Carley

By Harry Carson Jr
Commissioner

By Henry L. Mattson
Commissioner

Copy to L.H. Young
attention Duane Ridings

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT BATCHELDER, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAY 9 - 1967

7030

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing
Poese
Morelock
Trout
Scott
Wills
Litchfield
Olson
Jon
Decker
Bond
Barboe
Walker
Glenn
Swan

May 3, 1967

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.
4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
I. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

for 741 Marion Co

5 3 67

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Division

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 741, Lancaster Drive

Project Name Silverton Road-Sunnyview Avenue Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check one)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☐ All displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at SALEM, Oregon, this 3rd day of May, 1967.

MARION County

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry L. Mattson
Commissioner

RECEIVED
MAY 4 - 1967
ENGINEER
CITY DIVISION

Copy to Jobe Oaks
R D. Asbury
FD Marion

(11/29/66)

NOTED
R. H. PRANGE
(12-7-66 150)

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
MAR 27 1967
FOR FILING

SIL-532 ( )
7056

3-22-67 Prefix No. 524-1423

LOCATION PROSPECTUS
SILVERTON ROAD-SUNNYVIEW ROAD SECTION
LANCASTER DRIVE, N.E.
MARION COUNTY

HIGHWAY: Lancaster Drive, Federal-aid Secondary No. 741.

TERMINI: The northerly terminus is 500 feet southerly of the junction of Silverton Road and Lancaster Drive. The southerly terminus is 500 feet northerly of the junction of Sunnyview Road and Lancaster Drive.

LENGTH: 1.0 mile by existing facility.

PROGRAM: FAS-C Project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and resurfacing along the existing centerline to four lanes. The route follows the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing ADT 7,000; projected 20-year ADT 13,300.

STANDARDS: Class "A(4)". Deviations from State standards are anticipated in shoulder width.

TYPICAL SECTION: Four 12-foot lanes, 8-foot parking, and 4-foot median with 5-foot sidewalks. Parking lanes will be paved full depth. Storm sewers will be installed.

BRIDGE: No major stream crossings.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative design for construction is:

Over Existing	New Work
3-1/2" A. C. Overlay	3-1/2" A.C.
30% Extra for Patching and Leveling	2 " Leveling
	6 " Crushed Base
	12-1/2" Stone Subbase
	6 " Sand
	30 " Total

NOTED
FORREST COOPER

MATERIAL SOURCE: Local sources.

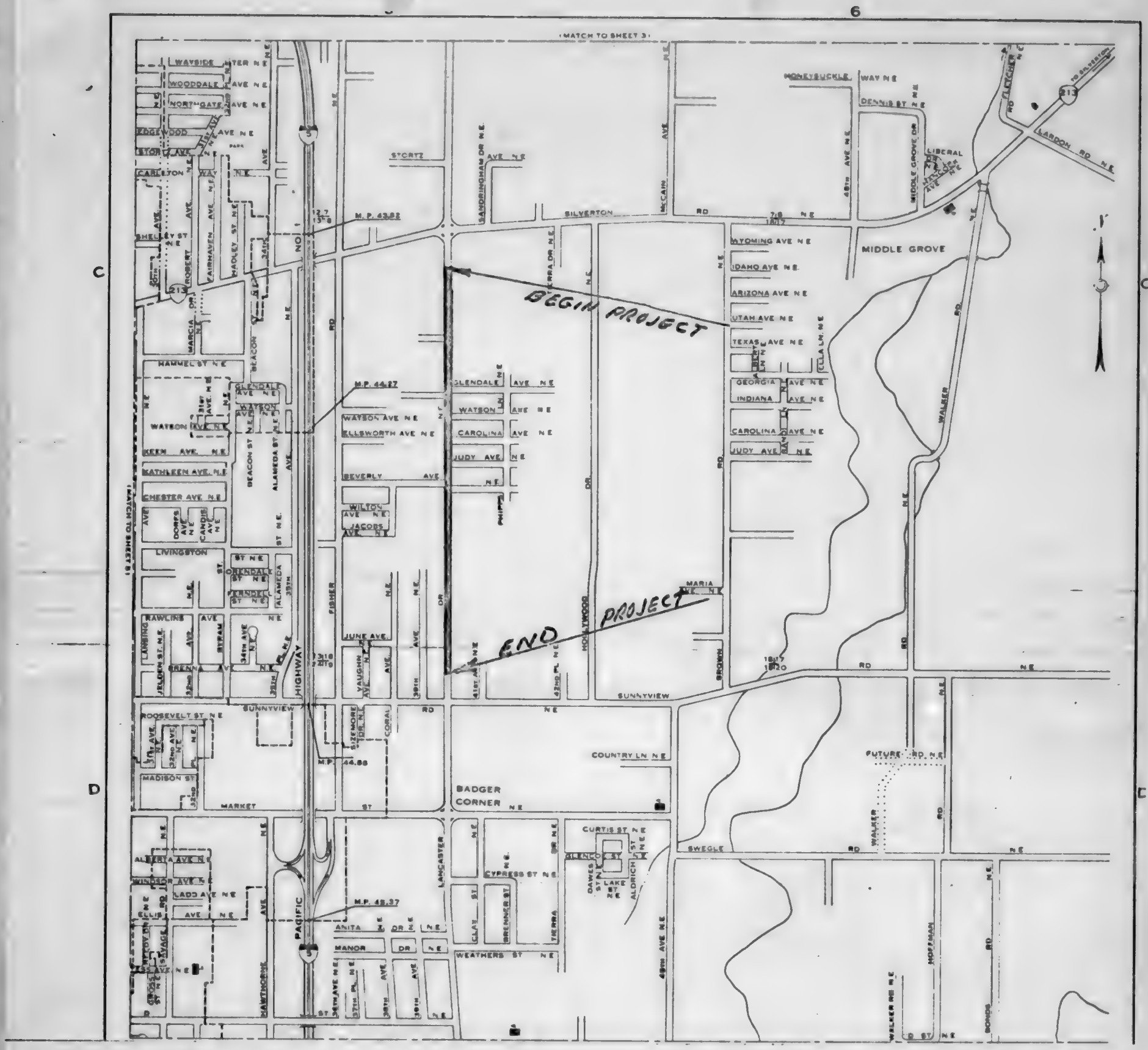
ADDITIONAL FACILITIES: No railroad crossings.

AGREEMENTS: Routine FAS-C agreement. Routine utility adjustments..

STATE PARKS OR ROADSIDE REST AREAS: None affected.

March 22, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 23 1967
OFFICE
STATE HIGHWAY ENGR



TYPICAL SECTION

PROSPECTUS MAP

SILVERTON RD - SUNNYVIEW SEC.
LANCASTER DR.
FAS 741
MARION COUNTY
MAR. 1967

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section LANCASTER DRIVE (From Silverton Rd. - Sunnyview Rd. Highway F.A.S. 741 County MARION Prefix 524-1423

Res. Engr. E. J. Hall Approx. Length 1.0+ Miles. Sta. to Sta. Date 3-20-67

Truck A.D.T. 223 Traffic Coefficient 8.9 18 kip s.a. per day 156.5.

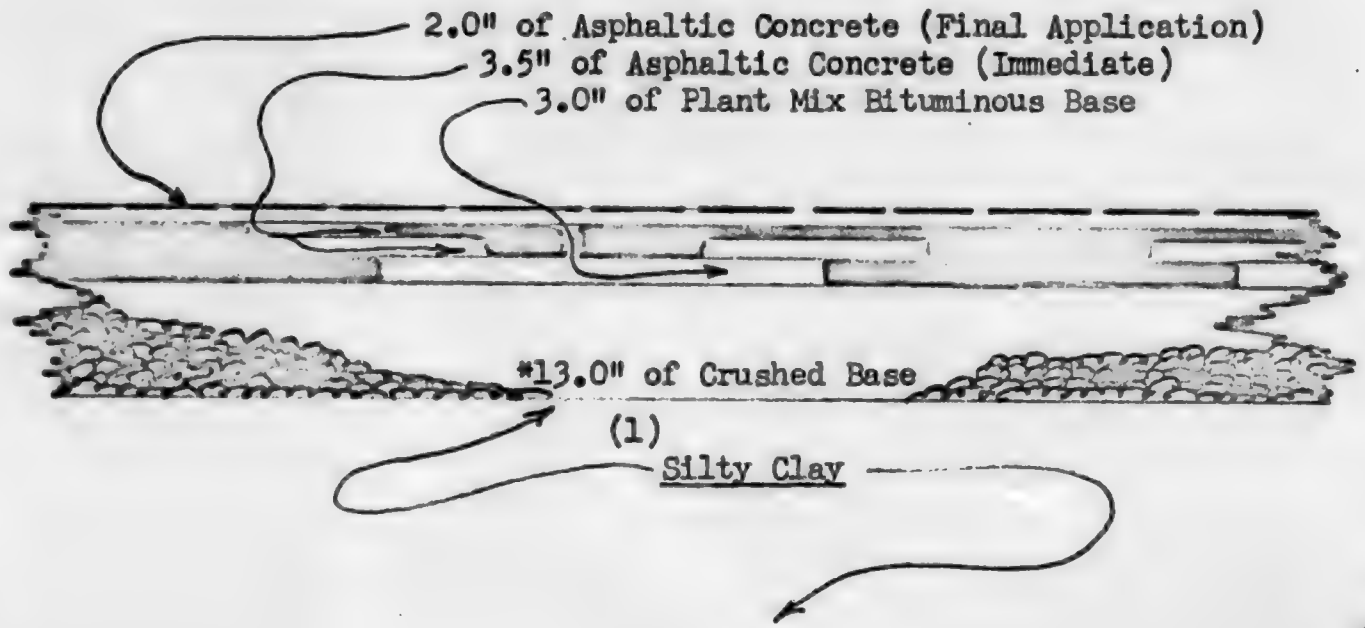
Annual Precipitation 42"+ Frost Penetration ---------.

(1)
Typical Soil
43 LL
16 PI
99 %P 10
94 %P200
1 %Gravel
1 %C Sand
3 %F Sand
63 %Silt
32 %Clay
7 "R" Value
(----------)

AASHO CLASSIFICATION:
A-7-6 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
*13.0" of Crushed Base
(1)
Silty Clay

	CBE Total Req.	Credit	Actual Thick.	
	2036			
		4.0	2.0	A.C. (F)
		7.0	3.5	A.C. (I)
		5.5	3.0	P.M.B.B.
		13.0	13.0	Cr. Base
	29.5	29.5	21.5	

RECEIVED MAR 8 - 1967

NOTED F. B. KLABOE

*See Page 3.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by C. L. Bruce for Staff Assistant

Recommended by D. C. Wilcox Engineer of Materials

Recommended by W. L. Roberts Construction Engineer

Approved by [illegible] Asst. State Highway Engineer

LANCASTER DRIVE
(From Silverton Rd. - Sunnyview Rd.)
F.A.S. 741
Marion County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	*Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	15.5"	28.0"	22.0"
30 - 90	3.5"	- - -	2.0"	15.5"	24.5"	21.0"
8 - 30	3.0"	- - -	2.0"	13.5"	21.5"	18.5"
1 - 8	2.0"	- - -	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain total thickness required and the table below for values:

NEW WORK

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

EXISTING ROADWAY

1.0"	Asphaltic Concrete	=	1.8" Crushed Base
1.0"	Base Material	=	0.5" Crushed Base

*Recommend that 15% minimum Pass #40 sieve. This will provide protection against possible infiltration and contamination of the base course by the fine-grained subgrade soil.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

ALTERNATE ALTERNATE

Section LANCASTER DRIVE (From Silverton Rd. - Sunnyview Rd.) Highway F.A.S. 741 County MARION Prefix 524-1423

Res. Engr. E. J. Hall Approx. Length 1.0+ Miles. Sta. _____ to Sta. _____ Date 3-20-67

Truck A.D.T. 223 Traffic Coefficient 8.9 18 kip s.a. per day 156.5.

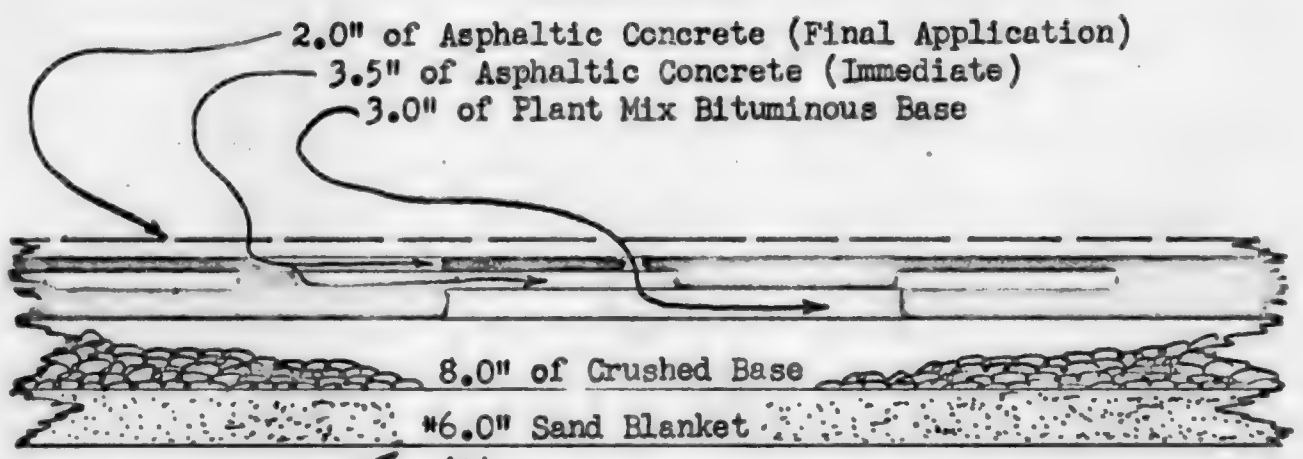
Annual Precipitation 42"+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil
43 LL
16 PI
99 %P 10
94 %P200
1 %Gravel
1 %C Sand
3 %F Sand
63 %Silt
32 %Clay
7 "R" Value
[illegible]

AASHO CLASSIFICATION:
A-7-6 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



*See Page 3 for Sand Specifications.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	7.0	3.5	A.C (I)
	5.5	3.0	P.M.B.B.
	8.0	8.0	Cr. Base
	5.0	6.0	Sand Blanket
29.5	29.5	22.5	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by C. J. Gray for Staff Assistant II

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

ALTERNATE

LANCASTER DRIVE
(From Silverton Rd. - Sunnyview Rd.)
F.A.S. 741
Marion County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	*Sand Blanket	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	10.5"	6.0"	28.0"	23.0"
30 - 90	3.5"	- - -	2.0"	10.5"	6.0"	24.5"	22.0"
8 - 30	3.0"	- - -	2.0"	8.5"	6.0"	21.5"	19.5"
1 - 8	2.0"	- - -	2.0"	7.0"	6.0"	18.0"	17.0"
Cars Only	2.0"	- - -	2.0"	4.0"	4.0"	13.0"	12.0"

Should substitutions be made use the "CBE" column to obtain total thickness required and the table below for values:

NEW WORK

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base
1.0"	*Sand Blanket	=	0.8"	Crushed Base

EXISTING ROADWAY

1.0"	Asphaltic Concrete	=	1.8"	Crushed Base
1.0"	Base Material	=	0.5"	Crushed Base

*Recommended Specifications for Sand Blanket:

Either 1.0" or 0.75" Top Size
15% minimum Pass #40 sieve
8% maximum Pass #200 sieve

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section LANCASTER DRIVE (From Silverton Rd. - Sunnyview Rd.) Highway F.A.S. 741 County MARION Prefix 524-1423

Res. Engr. E. J. Hall Approx. Length 1.0+ Miles. Sta. _____ to Sta. _____ Date 3-20-67

Truck A.D.T. 223 Traffic Coefficient 8.9 18 kip s.a. per day 156.5.

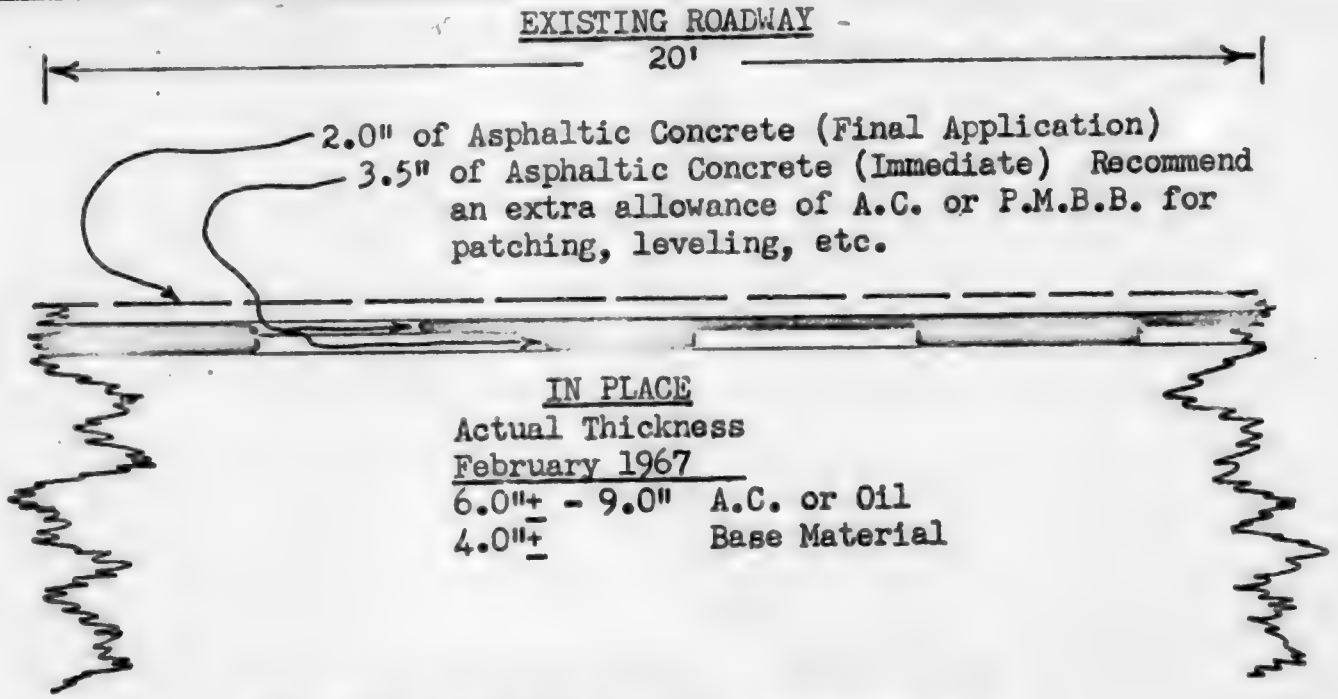
Annual Precipitation 42"+ Frost Penetration ---------.

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY


20'
2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate) Recommend an extra allowance of A.C. or P.M.B.B. for patching, leveling, etc.

IN PLACE
Actual Thickness
February 1967
6.0"+ - 9.0" A.C. or Oil
4.0"+ Base Material

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A. (F) A.C. plus extra allowanc
	7.0	3.5	
IN PLACE		Average	
	13.5	7.5	
	2.0	4.0	
29.5	26.5	17.0	

See Page 4 for hole logs and test results.

LANCASTER DRIVE
(From Silverton Rd. - Sunnyview Rd.)
F.A.S. 741
Marion County

Two test holes in the existing roadway were considered adequate to determine the depth and condition of the A.C. and base material. Below are the results of the laboratory tests of the base and subgrade.

Sta. 61+60±, 3' Rt. CL	"R" Value	% NAT. Moisture	
0 - 9" A.C.	- - -	- - -	See Pictures
9" - 13" Base	61	6.3	
13" - 17" Soil	7	20.2	
17" - 27" Soil	3	31.3	

Sta. 33+80±, 6' Rt. CL			
0 - 6"+ A.C.	- - -	- - -	See Pictures
6"+ - 10" Base	28	13.3	
10" - 30" Soil	3	22.6	

It appears that this section has had a 1.5"+ overlay since 1963.

LANCASTER DRIVE
SECTION: (From Silverton Rd. - Sunnyview Rd.)

HIGHWAY: F.A.S. 741

COUNTY: Marion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 6600 (Total)

B. 1985 Future ADT 11200 (Total)

C. Mean ADT 8900 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .025 x (C) 8900 = 223

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 223 x (H) 100 % = 223

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.9

SECTION: LANCASTER DRIVE (From Silverton Rd. - Sunnyview Rd.)

HIGHWAY: F.A.S. 741

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: See Page 2
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Marion County requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section. Project consists of widening an existing 2 lane facility to 4 lanes. The present roadway will be incorporated into the new work with the addition of an A.C. overlay.

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. D. J. Barbee

SUBJECT: Authority for Survey
Sunnyview Rd.-Silverton Rd. Section
Lancaster Drive
Marion County FAS 741

NOTED
H. S. C.

Herewith for your consideration Authority for Survey together with Location Prospectus covering the subject project, which is an approved FAS-C project.

The original data concerning this project stated the County would do the field work. They have submitted to this office their work, which is incomplete, and have requested us to complete the remainder of the field work. As this is an approved project, I have asked the field crew to start working on it before we have the approved Authority for Survey.

R. D. Asburry
Division Engineer

RDA:am
cc H. S. Cox

RECEIVED
MAR 6 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

1-3-67

MARION COUNTY
PROPOSED PROJECT (1967 FUNDS)

FAS 741, Lancaster Drive NE, Sunnyview to Silverton Road; grade, pave, curb and sidewalks. 1 mile, $235,000.

County will do survey. Grade and pave 68 feet between curbs (4-12' lanes, 8-foot parking, and 4-foot median) with a 5-foot sidewalk. No new right-of-way.

HIWAY COMMISSION
APPROVED ON
JAN 31 1967

67-a
1/3/67

10-29-66

COUNTY ROAD FAS PROJECT DATA

RECEIVED
DEC 30
ENGINEER
COUNTY & CITY DIVISION

1. Name of County MARION FAS No. 741
2. County Road Name Lancaster Drive N. E.
3. Section Name Sunnyview to Silverton Road Length 1.00
4. Type of Project Reconstruction with curbs & sidewalks
5. Survey to be done by: State _____ County X
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes _____ No X

   Will it be furnished? Yes _____ No X
7. Wearing Surface: Type AC , Width 68' Shoulders curbs
8. Grading & Drainage:

   By County _____ County Date of Completion _____ By Contract X
9. Bottom Base Course:

   By County _____ County Date of Completion _____ By Contract X
10. Leveling Course:

    By County _____ County Date of Completion _____ By Contract X
11. Wearing Surface:

    By County _____ County Date of Completion _____ By Contract X
12. Clearing:

    By County _____ County Date of Completion _____ By Contract X
13. Is there any merchantable timber on right-of-way? Yes ___ No X
14. Will timber be reserved for owner? Yes ___ No X
15. Will timber become property of contractor? Yes ___ No ___

    Remarks _____

MATERIAL SOURCE -

16. Gravel X Quarry _____ Cinders _____
17. Owner: County _____ State _____ Private X
18. Location: _____ Section ____ Township ____ Range ____ W.M.

CSR 61-8

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: _____

Remarks: _____

_____

FINANCIAL- -

21. Estimated Cost: $ 235,000

22. Available FAS Funds: $ 235,000

23. Date Match Money is Available: 1966-67 budget

24. Will there be any 100% County Money? Yes___ No X

25. Maximum Amount of 100% County Money Available: $_____

26. Date County Requests Letting: April 1967

Remarks _____

_____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes___ No X

28. Will right-of-way be acquired by: Resolution____ or Deed____

29. Should State prepare options? Yes____ No X

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

31. Should material source site be included in right-of-way descriptions?

Yes____ No X

32. Does project run inside city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No X
(NOTE: County must move all utilities located on present right-of-way.)

Remarks _____

CLR 61-8

RAILROADS- -

34. Location: _____

35. Name of Railroad: _____

36. Number of tracks: _____

37. Sight distance: _____(Left) _____(Right)

38. Number of trains_____

39. Angle of intersection_____

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks_____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes____ No X

43. Will replacement by by: County_____ Contract_____
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No____

45. Will County adjust structure to additional width? Yes____ No____

46. Will adjusted width be standard? Yes____ No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks_____

_____

47. Is project contingent upon other factors? Yes____ No X

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain:_____

_____

_____

_____

CAR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: _____

_____

_____

_____

50. (c) Surveys (Coordination with outside surveys)

Explain: _____

_____

_____

MISCELLANEOUS - - -

FAS # 741

Lancaster Drive

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

NATIONAL ASSOCIATION COUNTY ENGINEERS NACE
CHARTER MEMBER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
AREA CODE 503 364-4401, EXT. 53
SALEM, OREGON 97301

NOTED
P. B. Arensmeier

NOTED
R. H. PRANCE

NOTED
H. S. C.

Mr.Si Cox
City-County Relations Department
State Highway Department
State Highway Bldg.
Salem, Oregon

Dear Mr. Cox:

This letter is to advise you of Marion County's tentative plans for the further improvement of Lancaster Drive from Sunnyview Avenue north to Highway 99E.

Due to lack of adequate funds we do not plan on any widening projects on Lancaster Drive during 1966.

We plan to widen that portion of Lancaster Drive between Sunnyview Avenue and Silverton Road in 1967. We have the right-of-way necessary for this improvement. Further, we plan on making this a federal aid project.

While we recognize the desirability of acquiring additional right-of-way on Lancaster Drive between Silverton Road and Highway 99E at the earliest possible date, we do not have sufficient funds to do this in the near future. I would estimate that right-of-way acquisition on this section might be accomplished during the 1967-68 fiscal year.

Very truly yours,

John A. Anderson
County Engineer

JAA:mb
cc: Ted Kuenzi
Myrtle Evans

RECEIVED
DEC 24 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

CC: F.B. Klaboe - D.H. Mochring - L.H. Young
F.D. Morgan - R.D. Asbury

NOTED
DON HARWELL

324-1718 Turner (Chicago St.) Sec. 1967
(Grad. & Pav.)
#7037

(R) 4059

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93600

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-18-67	CC 1093		32L-171[illegible]-295

City of Turner
City Hall
Turner, Oregon 97392

RECEIVED
DEC 19 1967
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Mrs. Roberta Whitfield, City Recorder			
Final Billing: Special City Allotment roject on Chicago Street, contract No. 7087. Covered by agreement dated April 14, 1966.			
City Advance Deposit			2,250.00
As per attached statement: Final Cost		18,598.11	
Agreed State Share		18,135.81	
Agreed City Share			462.30
Refund Due City			2,177.70

ACKNOWLEDGMENT

NOTARY PUBLIC
H. S. COX

By _____

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT Date December 18, 1967

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1966

Contract # 7037 Prefix 324-1716 324-1718 Survey Prefix 324-1417

Street Chicago Street

City Turner

Payments to Contractor..(See attached voucher.)	$15,786.12
Engineering and Contingencies.....	2,811.99
Survey... Total: $1,202.15 City's Pro-rata Share.....	———
TOTAL.....	$18,598.11
Agreed State Share	18,135.81
*Agreed City Share	$ 462.30
City Advance Deposit	$ 2,650.00
REFUND DUE CITY.....	$ 2,187.70

NOTED
H. S. COX

Reference: Outside Billing ce-1093

* Concrete Curbs

RU:mm

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: MARION

CONTRACT NO.: 7037

ESTIMATE NO.: 3 F

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: TURNER /CHICAGO ST/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	360.0000	1.0
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.5000	1,328.6
003	TRENCH EXCAVATION		CU YDS	3.5000	18.8
004	WATERING		M GALS	3.5000	39.0
005	STONE BASE		CU YDS	3.3500	1,295.0
006	3/4IN-0 MATERIAL IN BASE		CU YDS	3.4500	172.0
007	CLASS B ASPHALT CONCRETE		TONS	8.0500	649.9
008	12-INCH CULVERT PIPE		LIN FT	3.0000	261.0
009	10-INCH STORM SEWER PIPE		LIN FT	2.4500	168.0
010	CONCRETE INLETS TYPE G-1		ONLY	125.0000	3.0
011	CONCRETE CURBS		CU YDS	50.0000	9.2
013	EXTRA FOR A C CONC	APPROACHES	ONLY	37.0000	16.0
	PRICE AGREEMENT ITEMS				
30201	RS-1 ASPHALT		GALLONS	.5000	150.0
	FORCE ACCOUNT ITEMS				
802 F	EXT 18IN PIPE UNDER BR				

DATE: 09/29/67 7037

PREVIOUS VOUCHER NO.: 9917

CHECKED BY: AW/md

ENGINEER OR AUDITOR: Arthur Duffy

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7037	3 F	324-1718-204 (41) 961.80 Dr.
	FEDERAL AID PROJECT NO.		
ST/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	360.0000	1.000	360.00	360.00	
CU YDS	1.5000	1,328.600	1,992.90	1,992.90	
CU YDS	3.5000	18.800	65.80	65.80	
M GALS	3.5000	39.000	136.50	136.50	
CU YDS	3.3500	1,295.000	4,338.25	4,338.25	
CU YDS	3.4500	172.000	593.40	593.40	
TONS	8.0500	649.985	5,232.38	5,232.38	
LIN FT	3.0000	261.000	783.00	783.00	
LIN FT	2.4500	168.000	411.60	411.60	
ONLY	125.0000	3.000	375.00	375.00	
CU YDS	50.0000	9.246	462.30	462.30	
ONLY	37.0000	16.000	592.00	592.00	
GALLONS	.5000	150.000	75.00	75.00	
			367.99	367.99	
TOTAL CONTRACT ITEMS			15,418.13	15,418.13	
% RETAINED ON CONTRACT ITEMS				961.80	961.80
FORCE ACCOUNT			367.99	367.99	
TOTAL PAYMENTS			15,786.12	14,824.32	961.80

RECEIVED
OCT 23 1967
FOR FILING
324-1718
7037

October 20, 1967

Hartford Accident & Indemnity Company
Surety Department
1620 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 7037 awarded to North Santiam Sand and Gravel, Inc., for grading and paving Chicago Street in Turner in Marion County was completed on September 6, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $961.80 will be released to the contractor after October 27, 1967. The total contract amount is $15,786.12 including $367.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Gentry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc North Santiam Sand and Gravel, Inc.
South First Street
Stayton, Oregon 97383

L. A. Smith Insurance
226 - 3rd
Stayton, Oregon 97383
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
OCT 19 1967
FOR FILE

324-1718
7037

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 6, 1967, on Contract No. 7037. The contract was with North Santiam Sand and Gravel, Inc., and was for grading and paving of Chicago Street in the city of Turner in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Victor D. W
Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

RECEIVED
OCT 16 1967

FOR FILE
324-1718
October 6, 1967
7037

City of Turner
Turner, Oregon

State Highway Dept.
Salem, Oregon

Gentlemen:

The following is from the minutes of the Council, of the City of Turner, on September 14, 1967.

> "Glen Whitfield moved, Glenn Leighty seconded the Chicago Street project be accepted, and the work done for the State Highway Department, by their contractor be commended. Motion carried unanimously."

The Council of the City of Turner, would like to thank the State Highway Department for all their help on this project.

Sincerely,

Roberta Whitfield
RECORDER

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 12 1967
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

NOTED
FLOYD QUERY

324-1718

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Turner (Chicago St.)		WEEK ENDING: September 9, 1967
		SECTION PREFIX: 324-1718
HIGHWAY: City Street		COUNTY: Marion
NAME OF JOB: Turner (Chicago St.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: North Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 7037	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 29, 1967	DATE WORK STARTED: July 27, 1967	ESTIMATED COMPLETION DATE: September 6, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 51
PROJECT AUTHORIZATION: $ 22,484.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 85
EXCLUSIVE OF ENGINEERING: $ 20,885.37	ENGINEERING AUTHORIZATION $ 1,598.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,220.00	ENGINEERING COST TO DATE $ 2,420.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 17 %	PERCENT OF AUTHORIZATION 151 %	DATE PROJECT WAS COMPLETED: September 6, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,470 CY	1,620 CY			790 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,329 CY	1,467 CY			650 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,329 CY	1,467 CY			650 Tons
AVERAGE DAILY QUANTITIES	135 CY	147 CY			130 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

5 - trucks, 1 - blade grader, 2 - rollers and 1 - paving machine

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Cloudy			

Routing
Decker Peace
Bond
Barbara Trout
Walker Swan
Swan

RECEIVED
CONSTRUCTION
DEN G. EVANS

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work on the project today.
MONDAY	No work on the project today - holiday.
TUESDAY	Contractor, North Santiam Sand & Gravel, Inc., paved the 4-foot shoulder right of Stations 10+00 to 15+00. Paved 5 driveways and two street intersections (4th and 5th Streets). Paved a 32-foot section between the mainline railroad track and the easterly spur.
WEDNESDAY	Contractor, North Santiam Sand & Gravel, Inc., placed 3/4" - 0 material on finished shoulders and driveways. Completed paving approaches and walk behind curb section on the right. Cleaned up project. Removed projects signs.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on the project was completed Wednesday.

Thursday, Division Engineer, Mr. Asburry, inspected the project for acceptaince and discussed the completion of the project with City Councilmen, Mr. Glenn and Mrs. Whitfield.

We will submit the semifinal estimate Tuesday, next.

"FINAL REPORT"

SIGNED Arthur Duffy LOCATION Salem, Oregon

Arthur Duffy, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

OREGON STATE HIGHWAY DEPARTMENT

TO: FILES

SUBJECT: 1966 S.C.A. Proj.
Drainage - City of Tigard - Chicago St.

FROM: Richard Unrein C-C Div.

DATE: Aug. 2, 1967

Art. Duff called Aug 1, and said that 18" Conc. Pipes (3) shown on plans at Sta. 17+80 did not extend under old conc. structure, but only extended northerly & southerly of the structure. Also the center pipe was in alignment with center support of structure.

He requested that I contact City as this would entail additional work & money to correct. This date Duffy, City Councilman Gene Lee, & myself met & discussed situation. Also of concern was these drainage lines that the Mill controls northerly of Chicago St. which could possibly back water out of our C. Basins at Sta. 16+50 if Mill pond was allowed to over fill.

OUTCOME: Realign pipes & extend under structure 6-8' & Bk. fill. with selected Bk. fill material. If Mill overfilled mill pond they would only flood themselves. There seems to be some question as to the Mill's Legal Right to control the drainage.

Richard Unrein.
(SIGNATURE)

PLEASE REPLY HERE

NOTED
RICHARD UNREIN

NO
H. S.

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
JUN 30 1967
FOR FILING

324-1718

7037

June 29, 1967

North Santiam Sand and Gravel, Inc.
P. O. Box 32
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading and paving on Chicago Street in the City of Turner in Marion County for the sum of $19,256.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7037.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

NOTED
H. S. COX

Salem, Oregon
June 29, 1967

1966 Special City Allotment Project
Chicago Street
City of Turner
Advance Deposit

Mr. C. H. Nelson
Controller

B U I L D I N G

Attention: John Herr

The City of Turner's check in the amount of $2,650 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

NOTED
RICHARD UNREIN

Richard Unrein
County/City Field Engineer

HU:mr
cc: L. H. Young
F. D. Morgan
T. W. Litchfield

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Fred W. Hill, Member
Helix

NOTED
H. S. COX

June 23, 1967

Mrs. Roberta Whitfield
City Recorder
City Hall
Turner, Oregon 97392

Dear Mrs. Whitfield:

On June 22, 1967, the State Highway Commission opened bids on the 1966 Special City Allotment project on Chicago Street in Turner. The apparent low bid was submitted by North Santiam Sand and Gravel, Inc., of Stayton and the anticipated cost based on the bid is as follows:

Contractor's bid	$19,236.00
Anticipated Additional Items	750.00
TOTAL	$19,986.00
Engineering & Contingencies (12½%)	2,498.25
TOTAL	$22,484.25
Estimated City share of Preliminary Engineering	165.73
TOTAL ANTICIPATED COST	$22,649.98

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience, please forward a check or warrant to this office in the amount of $2,650 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Relations

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:nr

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

6-6-67

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Richard Unrein
Field Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Mr. Unrein:

The Council of the City of Turner met in regular session and Discussed the Chicago Street project.

The State Highway Commission states the present estimated cost for the City would be approximated $5,300.

The Council voted unanimously that funds are available to cover this amount or like amount, to comply with the agreement with the State Highway Department, that the City shall pay for all costs of the project which exceeds $20,000.

Sincerely,

Roberta Whitfield
Recorder

RECEIVED
JUN 6 1967
ENGINEER
COUNTY & CITY DIVISION

copies to:
P. D. Adams
T. D. Nesbitt
T. L. Liddell

NOTED
P. B. Arensmeier

NOTED

NOTED
WM HARWELL

April 24, 1967

Mrs. Roberta Whitfield
City Recorder
City Hall
Turner, Oregon 97392

NOTED
H. S. COX

Dear Mrs. Whitfield:

The State Highway Commission is tentatively planning to open bids on June 15, 1967 for Turner's 1966 Special City Allotment project on Chicago Street. This would be with a three week advertisement, which would send the advertisements out May 25, 1967.

The present estimate of cost for this project is $25,300. This cost does not include the improvement of the SPRR crossing or installation of automatic gate protection, as this is covered by a separate agreement between the railroad and city. The agreement of April 14, 1966, between the State and City states that the City shall pay for all costs of the project which exceeds $20,000. Therefore, it is presently estimated that the City's cost of this project will be approximately $5,300.

If the City of Turner concurs, we will schedule this project for the June 15, 1967 bid opening. Your earliest consideration of this matter will be appreciated.

COUNCIL MEETS
MAY 11, '67
5-12-67 Called Mrs. Whitfield & she said it was impossible to get it on agenda for this meeting but will be for next meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RUtmr

bc: F. D. Morgan
R. D. Asburry
T. L. Litchfield

NOTED
P. B. Arensmeier

NOTED
H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Section TURNER (CHICAGO 21) Project Allotment $ 19,000

Highway C.I.J. 21.

County MARION

Kind of Work G & P

60.
~~50~~ cal. days
~~July~~ AUG 31, 1966.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 21451

Anticipated Additional Items:

FLAGGING	200
KS.1 Aspl7	50
~~RR CROSSINGS~~	To be handled by C.I.J & R.R.
~~RR CROSSING GATES~~	Not included, Contract
RR PROTECTIVE Costs - 500	

crushed cooper 4.26

750
50

	$ 21701	22201.-
Engr. & Cont. (12½%)	2712.63	2775.13
Total	$ 24413.63	24976.13
Credit for Maint. Rock		
Estimated Net Authorization, Constr.	$	

APPROVED
D. F. Barlow
Asst. Const. Engr.

Funds o.K. as per Co.-City B.

RECEIVED JUL 7 1967

TURNER (Chicago St.)
MARION County

OCT
JUNE 11-29-66

Clearing and Grubbing	All Specified		750.00
General Excavation, Unclassified	1470 cu. yds	1.50	2205.00
Trench Excavation	66 cu. yds	3.50	231 -
Watering	40 M-Gals	3.00	120 -
Stone Base	1450 cu. yds	3.50	5075 -
3/4"-0 Material in Base	170 cu. yds	3.75	637.50
Class "B" Asphalt Concrete	790 tons	10.00	7900 -
12-inch Culvert Pipe	300 l.n. ft	4.00	1200 -
10-inch Storm Sewer Pipe	190 l.n. ft	2.75	522.50
Concrete Inlets, Type G-1	3 only	125.00	375 -
Concrete Curbs	12 ~~each~~ only	60.00	720 -
Concrete Driveways	~~310~~ 310 sq. yds.	5.00	1550 -
Extra for A.C. Conc. Approaches	8 only	40.00	320 -
			21,606 -
	Anticipated		250 -
			-
	Engr. & Cont.	12½	

Flagging	200.00
RS-1 Asphalt.	50.00

100 c.y. Base = 350
.: Ton AC = 600
950

(4% on AR)

RECEIVED
APR 27 1967
ENGINEER
COUNTY & CITY DIVISION

SCA

CITY OF TURNER

TURNER, OREGON

NOTED
RICHARD UNREIN

August 30, 1966

NOTED
H. S. COX

Southern Pacific Company
Union Station
Portland, Oregon

ATTENTION: Mr. Kilborn

Gentlemen:

This is to inform you we have received confirmation from Marion County, that they will make $4,000.00 available to the City of Turner, for part of the cost of a drop arm crossing. The City has $4,000.00 available to apply toward this new signal.

The railroad has indicated they will supply the remaining cost, therefore we will inform the State Highway Dept., we are ready to continue with the proposed project on Chicago Street.

We would appreciate hearing from you, informing us of an approximate date when the crossing improvement will be completed and when the drop arm crossing signal will be installed.

Contact us if we can be of assistance.

Thank you.

Sincerely,

Roberta Whitfield
City Recorder
City of Turner

CC: State Highway Dept.
Cy to: Litchfield

RECEIVED
SEP 12 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Turner Asks County Aid On Crossing

TURNER — City officials here asked the county for financial help Friday in installing a railroad crossing drop-arm on Chicago Street.

Southern Pacific Co. will pay half the $16,000 cost but commissioners learned that the city could afford only $4,000 more. The county was asked for the other $4,000 since the street is an extension of a county road.

In other business the commissioners approved a 45-mile speed limit on Crosby Road from U.S. 99E to Boones Ferry Road.

India Gets U.S. Lo

MEMO, May 25, 1966

NOTED
J. S. COX

RE: Special City Allotment Project
Chicago Street
City of Turner

On Monday, May 23, 1966, at 8 p.m. the following individuals attended a meeting at the Turner City Hall at the request of the City of Turner: Albert E. Robertson, Mayor of Turner
Four members of the City Council
Henry Ahrens, Marion County Commissioner
E. A. Kendrew, Southern Pacific Railroad Company
T. W. Litchfield, Oregon State Highway Department
Richard Unrein, " " " "

This meeting was primarily concerned with the City of Turner requesting participation from Marion County to aid the city in its share of the cost of installation of automatic gate protection on the railroad crossing. Mr. Kendrew informed the City that this installation would cost approximately $16,000 and that Southern Pacific usually handles the cost on a 50-50 basis with the local public body. Southern Pacific would install a gumwood crossing at their expense as they are responsible for maintaining the area between the rails of each track and for a distance of 2 feet outside thereof.

The City informed Mr. Ahrens that they anticipate contributing up to $6,000 toward the proposed street improvement, and if they were to pay 50% of the automatic gate protection this would place a very heavy strain upon the financial means of the city. They pointed out that Chicago Street is a county road within the city and, therefore, they were requesting financial participation from Marion County. Mr. Ahrens said he would bring this request before the County Board of Commissioners within a week.

Mr. Kendrew stressed the fact that once an agreement has been approved and executed between the railroad and local public body, it takes approximately six months to secure signal materials for improving a crossing. It was also pointed out that the State would have to schedule its contract for the street improvement to commence upon completion of the gumwood crossing being installed. This would be subject to the necessity of completion of the street improvement during favorable construction weather as well.

Richard Unrein NOTED RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
F. D. Morgan
T. W. Litchfield
R. D. Asburry

NOTED
HAROLD
REYNOLDSON

NOTED
ON HARWELL

FORM E-123 (SOM A-62)

RECEIVED
MAY 11 1966
Right of Way Filing

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

NOTED
L. B. KLABOE

7037

Southern Pacific Company
Union Station
Portland, Oregon 97209

Re: Improvement of Grade Crossing
Turner (Chicago Street) Section
Marion County
YOUR FILE: 911407/323-3

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

This is in reply to your letter of April 29, 1966 concerning this subject. As a result of your letter, I have had several discussions with our County and City Division and hope that in the future we may organize our procedures on city allotment projects to the end that you will have adequate lead time to properly improve any affected grade crossings. I am advised that these projects are approved by our Highway Commission in November or December of each year. Immediately we will advise you of projects which will affect Southern Pacific Company. We will also assist the cities by making them aware of their responsibilities and of the time required to properly prepare for a grade crossing improvement.

In your letter of April 29 you indicate that a PUC order is necessary for this project. We wish to point out that Chicago Street is now a two-lane street across your tracks and will remain a two-lane street after construction. However, you will notice on the construction plans that we propose to construct two twelve-foot lanes with four-foot shoulders to replace the existing 20-foot travelled way. Upon checking with Mr. Donald Haakenson of the PUC we are advised that this does not constitute the alteration of a crossing. This is confirmed in PUC Rule 43-030(5) in the Rules and Regulations of the Public Utility Commissioner.

With regard to your existing policy of sharing the cost of installing up-to-date protection at grade crossings on a 50-50 basis with the public body having jurisdiction over the street, I feel that it is unlikely that any city the size of Turner would be able to afford 50% of the cost of such an installation.

I understand the City of Turner has requested participation from Marion County for this improvement and that Marion County may be agreeable to the city's proposal. I have been told the City is going to call a meeting with representatives from the City, the Railroad and the State to work out these problems. It is my sincere hope that procedures will result from this meeting which we may apply to future projects.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
cc: Southern Pacific Company - San Francisco

cc: F. B. Klaboe (w/copy of SP letter)
H. S. Cox " "
R. D. Asburry " "

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

Routing 911407/323-3 E

Morgan
Bond
Barbee
Walker
Glenn
Swan

Moreland
Trout
Scott
Wills
Litchfield
Olson

April 29, 1966

RECEIVED
MAY 3 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Acknowledge receipt of your letter of April 20 regarding preliminary plans for improvement to Chicago Street (C Street), Turner, Oregon.

Any improvement and widening of this street must be covered by a PUC application to the Public Utility Commissioner of Oregon. The existing crossing is covered by an indenture dated July 23, 1926 by the Southern Pacific Co., County of Marion and City of Turner. This covered an easement for a 70 ft. strip through our station grounds, being 400 ft. in depth.

I am sure you realize that in making an application to the PUC it is necessary to give proper consideration to upgrading existing crossing protection. It is our usual practice that on any street improvement or widening of any highway it is usually our responsibility to maintain the area between the rails of each track and for a distance of 2 feet outside thereof. This covers only the existing width of the roadway. Any widening of this crossing is the responsibility of the public body who has jurisdiction over the particular street or highway.

It is our recommendation that any time crossings are to be widened and upgraded, especially those on our main track, that consideration will be given to the installation of automatic gate protection. This, as you know, is handled by separate agreement between the railroad and the public body and is usually handled on a 50-50 basis with this public body.

We have been receiving considerable number of requests for the improvement of streets in cities which are to be handled by State Highway Department similar to this request at Turner. We receive notification of a proposed opening and awarding of contract approximately 30 days prior to award of bid which does not give us time enough to investigate these crossings, secure our authority for any

participation and negotiate for PUC authority. Since the Public Utility Commissioner has jurisdiction over these crossing matters, I am wondering if there is some proceedure that can be set up whereby the railroads will be notified of your State-City proposals in time to complete negotiations for the improvements prior to the award of contract.

Wish to reiterate the fact that once a project has been approved and agreements have been executed, it takes approximately 6 months to secure signal material as well as track material for improving these existing crossings. Therefore it is necessary that we be allowed sufficient time to handle these projects in an orderly manner rather than be expected to act on only a 30 days notice.

Please advise your recommendations for proper handling of these State-City projects.

Yours truly,

A W Kilbourn

Cc: Mr. Albert E. Robertson
Mayor, City of Turner
Turner, Oregon

Mr. John A. Anderson
Marion County Engineer
Court House
Salem, Oregon

RECEIVED
APR 28 1966
FOR FILING
324-1718
7037

MISC. CONTRACTS and
AGREEMENTS No. 30559

April 27, 1960

Mrs. Roberta Whitfield
City Recorder
City of Turner
Turner, Oregon

Dear Mrs. Whitfield:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering Special City Allotment Program in the City of Turner.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Lb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

Section TURNER (CHICAGO ST) 4-21-66 Project Allotment $ 19,000

Highway C.I.J. St.

County MARION

Kind of Work G & P

50 cal. days.
July 31, 1966.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 21451
Anticipated Additional Items:		
FLAGGING	200	
RS-1 Asph	50	
R.R. protective Ins	(P)	
	250	
		$ 21701
Engr. & Cont. (12½%)		2712.63
Total		$ 24413.63
Credit for Maint. Rock		
Estimated Net Authorization, Constr.		$

signed Cooper 4-26

APPROVED
D. F. Barbee
Asst. Const. Engr.

Funds O.K. as per Co.-City B.

TURNER (CHICAGO ST.)
MARION COUNTY

11/21/66 OET

CLEARING AND GRUBBING	All Specified		750.00
GENERAL EXCAVATION, UNCLASSIFIED	1470 cu.yds	1.50	2205.00
TRENCH EXCAVATION	66 cu.yds	3.50	231 -
WATERING	40 M-Gals	3.00	120 -
STONE BASE	1450 cu.yds	3.50	5075 -
3/4"-0 MATERIAL IN BASE	170 cu.yds	3.75	637.50
CLASS "B" ASPHALT CONCRETE	790 tons	10.00	7900 -
12-INCH CULVERT PIPE	300 l.n ft	4.00	1200 -
10-INCH STORM SEWER PIPE	190 l.n. ft	2.75	522.50
CONCRETE INLETS, TYPE G-1	3 only	125.00	375 -
CONCRETE CURBS	12 ~~each~~ only	60.00	720 -
CONCRETE DRIVEWAYS	~~1200~~ 310 sq.yds.	4.50	~~5400~~ 1395 -
EXTRA FOR A.C. CONC. APPROACHES	8 only	40.00	320 -
			21451 -
	Anticipated		250 -
			21701 -
	Engr. & Cont. 12½		2712 63
			24413 63
	C.L. portion SURVEY.		271.18
	TOTAL ANTICIPATED COST		$24,684.81

FLAGGING 200.00
RS-1 Asphalt. 50.00

(Est. Cost of Survey $500

City's portion = $\frac{4,413.63}{24,413.63} \times \$1,500.00 = \$271.18$)

A-21-67

Bid Item	21,451
Flagging	200
CS-1 Asph.	50
Add. protective Ins.	100
	$ 22,201
E&C 12½%	2,775
	$ 24,976
Est. Cit. share P.E. =	299
	$ 25,275

$\frac{4,413.63}{24,413.63} \times \$1,500.00 = \$ 299$

3-18-66

CHICAGO STREET (CITY OF TURNER)
CITY STREET
MARION COUNTY

RECEIVED
MAR 23 1966
ENGINEER
COUNTY & CITY DIVISION

NARRATIVE REPORT

The project involves the reconstruction of Chicago Street between 5th and 3rd Streets, including a crossing at grade of the Southern Pacific Company's Railroad three tracks, (passing track, mailine and mill spur). The railroad crossing is in need of repair - the City of Turner is negotiating with the railroad company to reconstruct the crossing, the type and extent not determined.

We are submitting data showing plan and profile of the crossing which could be considerably improved by raising the passing track approximately 6-inches. The railroad company should be asked to consider this in their reconstruction plans.

The section between the railroad tracks and 3rd Street is broken up [illegible] lack of drainage and presents a problem. The area on both sides, used for mill storage, is paved and uncontrolled mill traffic crosses the street. We have proposed a curb section to facilitate drainage control and to contain the surfacing edges.

For adequate drainage it will be necessary to pipe under the railroad tracks with an increase of the estimated project cost. We have included in our estimate an alternate drainage plan to outfall in the Mill Stream drainage at 3rd Street but do not recommend it due to the restricted outfall, (See Plan & Profile).

Arthur Duffy
Resident Engineer
March 18, 1966

RECEIVED
MAR 3 - 1966
FOR FILING

2-24-66

Prefix No. 324-1417

324-1718

LOCATION PROSPECTUS
CHICAGO STREET SECTION
CITY OF TURNER - MARION COUNTY

HIGHWAY: Chicago Street from 5th Street to 3rd Street, city of Turner. Not on Federal-aid or State system.

TERMINI: The westerly terminus is at the intersection of Chicago Street and 5th Street. The easterly terminus is at the intersection of Chicago Street and 3rd Street.

LENGTH: 0.16 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance is not necessary. There are no special drainage problems. Soils investigations will be conducted. The survey need not be tied to the Lambert Grid system. Existing pavement will be utilized where practicable. Negotiations with Southern Pacific Company for the improvement of the crossings must be made by the City of Turner. This project is to be constructed with 1966 Special City Allotment Funds.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot paved shoulders.

BASE DESIGN: The tentative base design for construction is:

	Existing	New Work
Paving	3-1/2" A.C.	3-1/2" A.C.
Top Course Base		2 " Level
Bottom Course Base		14-1/2" Crushed Base
Total Depth	3-1/2"	20 "

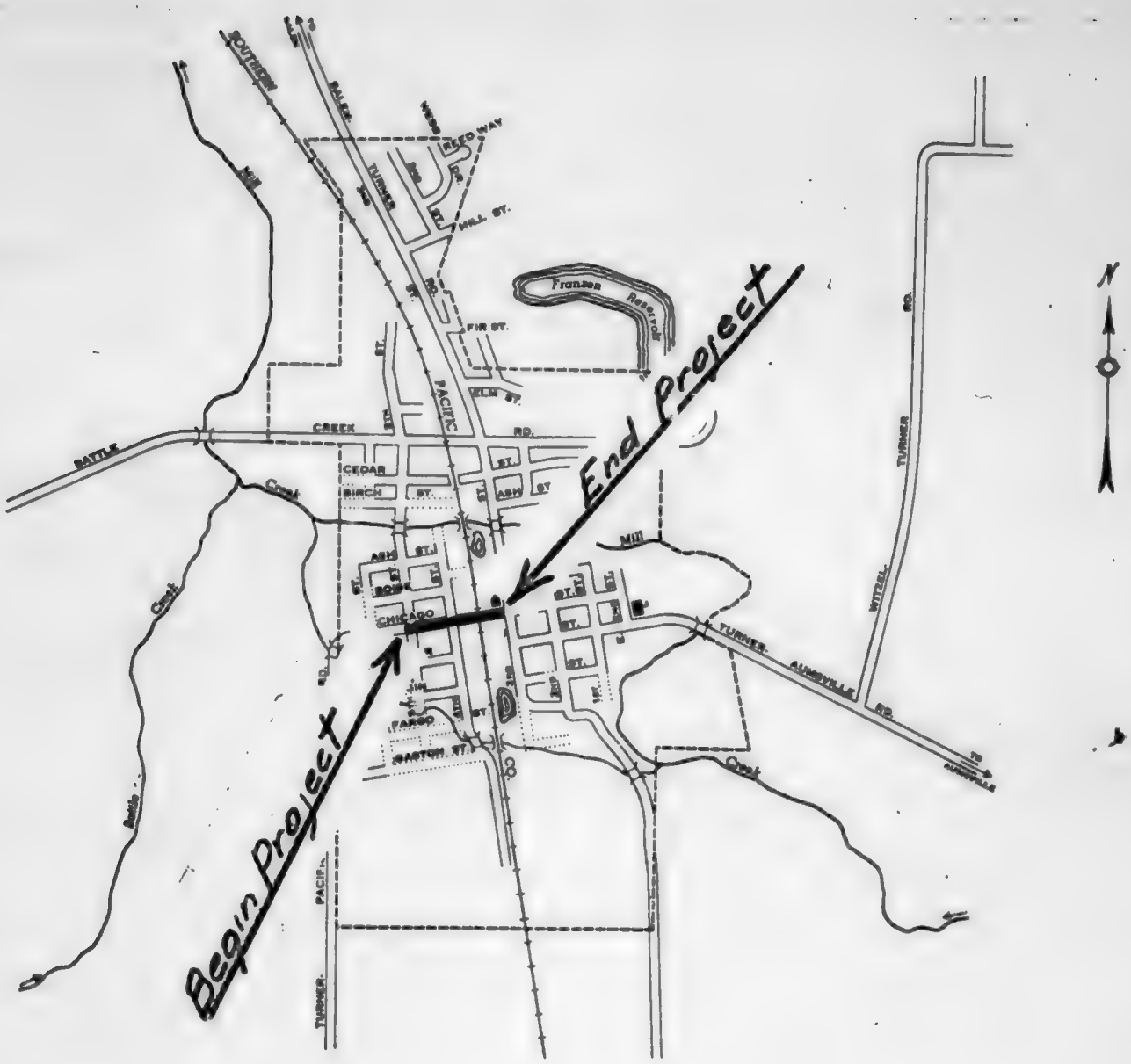
MATERIALS: Adequate quantities of material are available from commercial sources.

ADDITIONAL FACILITIES: There are no major stream crossings.

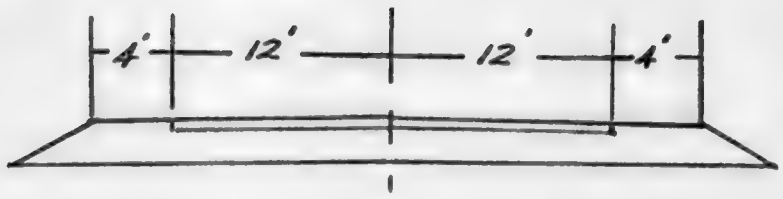
AGREEMENTS: Routine negotiations for a Special City Allotment project.

February 24, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER



Prospectus Map
Chicago Street Section
City of Turner
Marion County
1966



Typical Section

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

Section CHICAGO STREET (BETWEEN 5TH ST. & 3RD STREET) Highway CITY OF TURNER County MARION Prefix 7703 Job 24-1218

Res. Engr. A. Duffy Approx. Length 0.16 Miles. Sta. _____ to Sta. _____ Date 2-9-68

Truck A.D.T. 61 Traffic Coefficient 7.6 18 kip s.a. per day 43.5.

Annual Precipitation 40"± Frost Penetration - - - - - -.

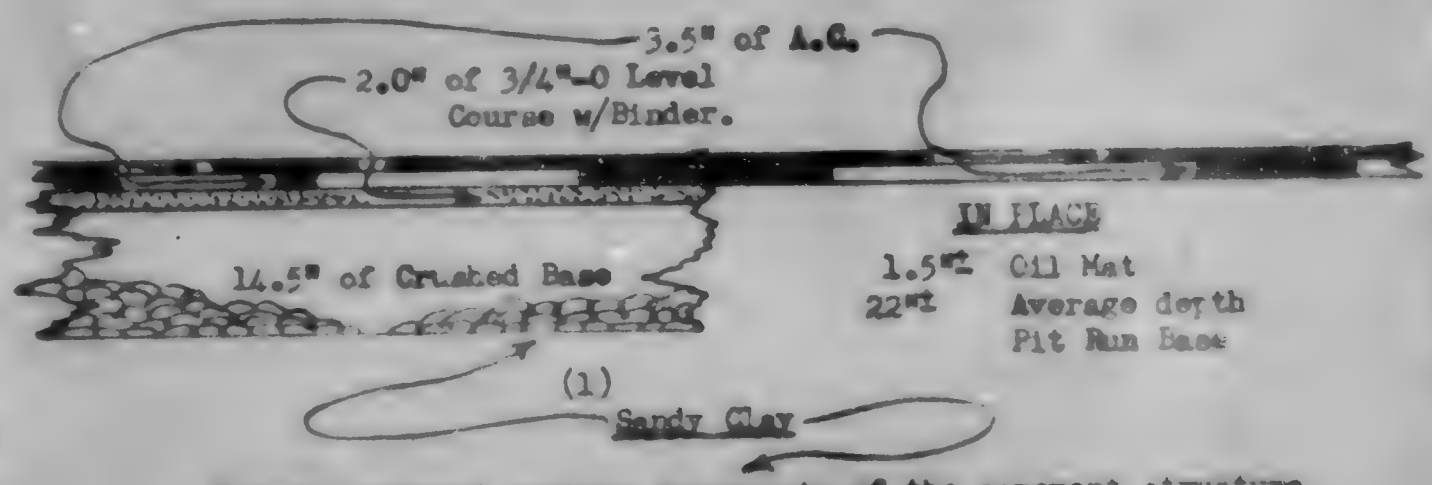
(1) Typical Soil

38	LL
11	PI
99	%P 10
64	%P200
1	%Gravel
15	%C Sand
20	%F Sand
33	%Silt
31	%Clay
12	"R" Value (AASHO)

AASHO CLASSIFICATION: A-6 (7)

MATERIAL SOURCES: To be determined by the Engineer.

NEW WORK and/or WIDENING | EXISTING ROADWAY 18'±



IN PLACE
1.5"± Oil Mat
22"± Average depth Pit Run Base

Values assigned various components of the pavement structure. Should substitutions be required use "CBE" column for total thickness requirement and table below for values.

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat (New)	=	1.1" Crushed Base
1.0"	Stone Subbase (Meet Standard Specs plus 8%) (max. P#200 sieve and Min. ("R" Value of 70.	=	0.8" Crushed Base
1.0"	Oil Mat (Existing)	=	1.0" Crushed Base
1.0"	Pit Run Gravel (Existing)	=	0.7" Crushed Base

CBE Total Req.	Credit	Actual Thick.	
5th St. at R.R. Cracks			
EXISTING ROADWAY			
	7.0	3.5	A.C.
IN PLACE			
	1.5	1.5	Oil Mat
	15.0	22.0	Pit Run Base
23.5	23.5	27.0	
NEW WORK - WIDENING			
	7.0	3.5	A.C.
	2.0	2.0	Level
	14.5	14.5	Cr. Base
23.5	23.5	20.0	

NOTED
F. B. KLABOE

Submitted by _____ Staff Assistant

Recommended by _____ Asst. Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County-City (2)

SECTION. CHICAGO STREET (BETWEEN 5th & 3rd STREETS)

HIGHWAY: CITY OF TURNER

COUNTY: MARION COUNTY

Traffic Analysis:

(Calculation for Traffic Coefficient

Levermeter Study for Year _____

A. Present ADT 600 (Total)

B. Future ADT 1020 (Total)

C. Mean ADT 810 (ADT)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 15 ADT basis

G. Trucks (in one direction) = 7.5 x (C) 810 61

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 61 x F 100 % = 61

TRAFFIC COEFFICIENT - K (I, Col. 6)

where K = 0.069

7.6

SECTION: CHICAGO STREET (BETWEEN 5th & 3rd STREETS)

HIGHWAY: CITY OF TURNER

COUNTY: MARION COUNTY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD Surfacing Thickness Standards
5. **Cost Comparisons:** See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City requested A.C.
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.16± mi.) project and consists of widening an existing 18'± Oil Mat to 24' running lanes, also a short section of New Work. A.C. is desirable for this type construction. See Item 12.

Form E-39

OREGON STATE HIGHWAY DEPARTMENT

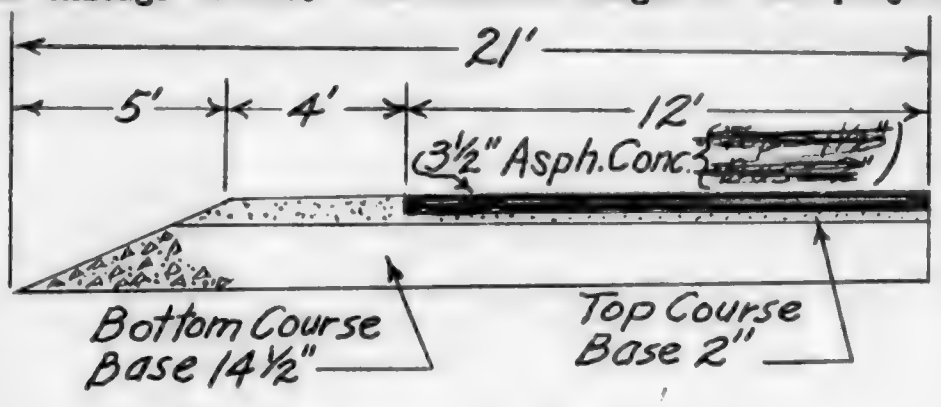
AUTHORITY FOR SURVEY

Section Turner (Chicago Street) Date January 20, 19 66

Highway Chicago Street (City of Turner) Authorization No. 1

County Marion Div. 2 Survey Prefix 324-1417 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The easterly end of the project is at the intersection of 5th Street and Chicago Street. The westerly end of the project is at the intersection of 5th Street and Chicago Street. The overall length of the project is 0.16 mile.



—TYPICAL HALF SECTION—

NOTED
RICHARD UNREIN

Purpose of survey: To make field survey, prepare plans and specifications for reconstruction and surfacing as per above typical section.

RECEIVED
FEB 17 1966
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

Field	(900)	$ 800.00
Plans	(905)	500.00
Soils	(910)	200.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,500.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by: Arthur Duffy
Field Engineer

Recommended for Approval: R. D. Blumm
Division Engineer

Recommended for Approval: D. J. Barlow
Ass't. Construction Engineer

Approved: J. K. Klabo
Ass't. State Highway Engineer

State Printing

December 16, 1965

Mrs. Roberta Whitfield
City Recorder
City Hall
Turner, Oregon

Dear Mrs. Whitfield:

On December 14, the State Highway Commission approved the City's request for a Special City Allotment project on Chicago Street from 5th Street to 3rd Street, to be constructed from funds authorized by ORS 366.805. This approval is on an alternate basis and provides that Turner will be included if sufficient funds are available after the other projects have been contracted. At this time it looks as though ample funds will be available for this project but we must wait until these funds materialize.

The approved project provides for 24' of asphaltic concrete pavement surfacing with 4' shoulders. The estimated cost of this project is $19,000 based upon a reconnaissance type investigation. The City shall pay all costs of the project that are in excess of $20,000.

In addition to the above construction, this project will necessitate the improvement of the railroad crossings. Under the Special City Allotment Program the improvement of railroad crossings is a standard utility obligation of the city, without cost to the State. In order to have this project completed, subject to available funds, during the 1966 construction season, it is suggested that the City begin negotiations as soon as possible to have the crossing improved.

You will be notified promptly as to your status when the other projects have been contracted and evaluated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

SUtab
bc: R. D. Asburry

4-8-65

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of TURNER is an incorporated city of the State of Oregon and has a population of 820 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

THIRD STREET FROM NORTH CITY LIMITS TO MILLCREEK BRIDGE.

CHICAGO STREET FROM THIRD STREET TO WEST CITY LIMITS

RECEIVED
MAY 13 1965
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

NOTED
L. E. GEORGE

NOTED
F. B. CRANDALL

(cc-50, 1959 Rev.)

4. That the City of TURNER does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate LAURENCE BOWER as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8TH day of APRIL, 1965.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of TURNER at a regular or special meeting of said Council, held on the 8TH day of APRIL, 1965, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of April, 1965

Roberta Whitfield
City Recorder

(cc-50, 1959 Rev.)

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- R. R. Depot
- Street open for travel.
- Street dedicated but not open.
- City Limits.

TURNER

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 770

Scale in Feet

0 200 400

April 1, 1961

LSF-1(1) W. City Limits-St. Johns Br. 1967
Sec. of Col. R. Hwy. in
#7038 Linnton (Rdside. Imp.)

STATE COPY

Monthly transaction number 7-18	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-8-69	County Multnomah
Modification number 1		Project number I-5F-1(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 27,126	$ 27,452
Federal funds	$ 27,126.00	$ 27,401.48
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of July, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-48		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
7 7038	*(PPM 21-7)* 7-24-67	Multnomah
		PROJECT NO.
		ISF-1(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30 W. City Limits to St. Johns Br. (Portland) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 27,126	$ 27,126.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____ _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. LSF-1(1)

W. CITY LIMITS-ST. JOHNS BRIDGE (PORTLAND) SECTION

OF THE COLUMBIA RIVER HWY. IN MULTNOMAH COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code P.E.

Preliminary Engineering	All Required	$ 500.00

Type Code Y003
Roadside Improvement (Sta. 473+90 to Sta. 555+00)(Contract No. 7038)

Clearing and Grubbing	All Required		$ 1,400.00
General Excavation, Unclassified	90 cu.yd.	$ 5.00	450.00
Furnishing and Placing Topsoil	430 cu.yd.	6.00	2,580.00
3/4" - 0 Crushed Material	60 cu.yd.	8.00	480.00
4-inch Concrete Surfacing	2,140 sq.yd.	5.50	11,770.00
Furnishing and Planting Trees	12 only	15.00	180.00
Furnishing and Planting Shrubs	580 only	5.00	2,900.00
Furnishing and Planting Vines	6,300 only	0.40	2,520.00
Inorganic Fertilizer, 10-16-8	3 cwt.	9.00	27.00
Organic Fertilizer, 5-3-2	16 cwt.	9.00	144.00
Manure Fertilizer	11 cu.yd.	10.00	110.00
Mulch	44 unit	25.00	1,100.00
1-inch Water Pipe	380 lin.ft.	0.55	209.00
3/4-inch Steel Water Pipe	8 lin.ft.	0.90	7.20
3/4-inch Gate Valve	1 only	10.00	10.00
3/4-inch Quick-Coupling Hose Valves	8 only	8.00	64.00
			$23,951.20

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Water Meter (City of Portland)	All Required	105.00
Water	All Required	50.00
		$ 255.00
	Subtotal	$24,206.20
	10% Engr. & Cont.	2,419.80
	Total	$26,626.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Preliminary Engineering -	$ 500.00
Roadside Improvement -	26,626.00
Total Federal Funds -	$27,126.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. LSF-1(1)

W. CITY LIGHTS-ST. JOHNS BRIDGE (PORTLAND) SECTION

OF THE COLUMBIA RIVER HWY. IN MULTNOMAH COUNTY

P.S. & E. Estimate

Salem, Oregon, May 2, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 500.00

Type Code Y003
Roadside Improvement (Sta. 473+90 to Sta. 555+00)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	90 cu.yds.	$ 3.00	270.00
Furnishing and Placing Topsoil	430 cu.yds.	3.00	1,290.00
3/4" - 0 Crushed Material	60 cu.yds.	5.00	300.00
4-inch Concrete Surfacing	2,140 sq.yds.	4.50	9,630.00
Furnishing and Planting Trees	12 only	15.00	180.00
Furnishing and Planting Shrubs	580 only	4.50	2,610.00
Furnishing and Planting Vines	6,300 only	0.60	3,780.00
Inorganic Fertilizer, 10-16-8	3 cwt.	8.00	24.00
Organic Fertilizer, 5-3-2	16 cwt.	8.00	128.00
Manure Fertilizer	11 cu.yds.	8.00	88.00
Mulch	44 units	18.00	792.00
1-inch Water Pipe	380 lin.ft.	0.60	228.00
3/4-inch Steel Water Pipe	8 lin.ft.	0.55	4.40
3/4-inch Gate Valve	1 only	10.00	10.00
3/4-inch Quick-Coupling Hose Valves	8 only	8.00	64.00
			$20,398.40

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Water Meter (City of Portland)	All Required	105.00
Water	All Required	50.00
		$ 255.00

Subtotal	$20,653.40
10% Engr. & Cont.	2,064.60
Total	$22,718.00

Length of Project - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Preliminary Engineering	$ 500.00
Roadside Improvement	22,718.00
Total Federal Funds	$23,218.00

RECEIVED
APR 21 1969
FOR FILING
LSF-1(1)
7038

April 18, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $328.62 will be made to All-City Tree & Landscape Service on Contract No. 7038 for roadside improvement on the West City Limits-St. Johns Bridge Section in the City of Portland on the Columbia River Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $22,089.83, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: All-City Tree & Landscape Service
29 N.E. 148th Avenue
Portland, Oregon 97230

A. E. Johnson
C. H. Maison
Attn: John Herr

RECEIVED
JAN 30 1969
LSF-1(1)
-1038

January 30, 1969

U. S. Fidelity and Guaranty Company
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7038 awarded to All-City Tree and Landscape Service for roadside improvement on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County was completed on January 8, 1968, and accepted by the Highway Commission on January 29, 1969.

Final payment in the amount of $1,197.56 will be released to the contractor after February 6, 1969. The total contract amount is $21,761.21 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

A. E. Johnson
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
JAN 29 1969

F-1(1)
76-9

January 29, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 8, 1968, on Contract No. 7038. The contract was with All-City Tree and Landscape Service and was for roadside improvement on the West City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 29, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. J. Barbee
L. H. Young
A. E. Johnson

RECEIVED

OREGON STATE
HIGHWAY DEPARTMENT

FAF-1(1)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7038

January 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7038
Prefix 26-0903
FAP LSF-1(1)

Dear Sir:

The replacement planting work under Contract No. 7038, W. City Limits-St. Johns Bridge (Portland) Section of the Columbia River Highway in Multnomah County, was completed December 27, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 1-16-69

Conditions noted on above date:

NONE

to: Forrest Cooper
F. D. Morgan

for R. E. Simpson
Division Engineer

RECEIVED
JAN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ISF-1(1) 7038

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: W. City Limits - St. Johns Br. (Portland)		WEEK ENDING: November 8,1968
		SECTION PREFIX: 26-0903
HIGHWAY: Columbia River		COUNTY: Multnomah
NAME OF JOB: W. City Limits - St. Johns Br.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: All-City Tree & Landscape Service	CONTRACT NUMBER: 7038	FEDERAL AID PROJECT NUMBER: ISF - 1(1)
DATE OF CONTRACT: June 29,1967	DATE WORK STARTED: July 24,1967	COMPLETION DATE: January 8,1968
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 175
PROJECT AUTHORIZATION $27,231.57	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 97%
EXCLUSIVE OF ENGINEERING $25,295.48	ENGINEERING AUTHORIZATION $1,936.49	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $21,601.21	ENGINEERING COST TO DATE $3,985.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT UNDERRUN 14.6%	PERCENT OF AUTHORIZATION 206 %	DATE PROJECT WAS COMPLETED: January 8,1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Irrigation	Planting
100		100		100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Calendar

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		Job completed.
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Showers			
FRIDAY	Rain			
SATURDAY	-			

RECEIVED

NOTED

R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	-

REMARKS

Project is fairly well cleaned up. Have asked Mr. Shuler to go over the job with me before we call for a final inspection. This will be done the early part of next week.
This is the final Weekly Report on this project.

Constr. Eng'r (2) ✓
BPR
Div. Eng'r
Landscape
Shuler
Files

SIGNED James Don LOCATION
James Don, Res. Eng'r Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

BUREAU OF PUBLIC ROADS

Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

LSF-1(1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-11-68	W. N. Bryant, Asst Area Engr	LSF-1(1)

IN COMPANY WITH
J. Jon, Resident Engineer, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	see below%	see below %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

WEST CITY LIMITS - ST. JOHNS BRIDGE SECTION
COLUMBIA RIVER HIGHWAY
Roadside Improvement

All contract work was completed in substantial conformity with the approved plans and specifications including authorized changes on January 8, 1968 except for work to be performed during the establishment period. Since the planting was completed during the fall planting season, the establishment period extends to October 15, 1968.

The estimated final cost of the work is $21,691.21 as compared to the original bid amount of $23,951.20. The cost of engineering is estimated to be $3,895. There were no substantial overruns or underruns.

A total of 175 calendar days were used in completing the contract work as compared to the 180 calendar days specified.

Subcontracts
One subcontract in the total amount of $11,770, or 49.14% of the bid amount, was approved during the life of the contract.

Extra Work Orders
The following work orders were found necessary in order to complete the work:

Order No.	Description of Work	Amount	Date Approved
EWO #1	Flagging	$100	PS&E
SFO #1	Water usage	$ 50	PS&E
SFO #2	Furnish & install one 3/4" water meter	$105	PS&E

State forces were not involved in the above SFO.

Materials
All material reports were reviewed during contact inspections and found to substantially meet pertinent specification requirements

(more)

1-25-68

EDITION OF 5-60 MAY BE USED

except for one report covering a total of 7 feet of 3/4-inch water pipe which failed the test for zinc coating. Another sample has been submitted to the lab for further testing.

Measurements

Measurements were taken during the contact inspections and found to be in reasonable conformity with the plans and specifications.

Remarks

The majority of the planting was done in small areas back of the concrete walk. Some plantings designated to be placed high on the slope were placed at lower elevations because of rock and lack of soil in the upper areas.

This will be the last inspection made prior to the final inspection ~~which will be made~~ after the end of the establishment period, October 15, 1968.

RECEIVED
SEP 14 1967
FOR FILING

LSF-1(1)
7038

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

SUBJECT:

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

It is noted that engineering charges on the West City Limits - St. Johns Bridge Contract 7038 are now 137 percent expended while the job is only 50 percent complete with an estimated 4 months to go to completion.

Please take immediate steps to see that future charges are held to an absolute minimum and advise this office of the action taken.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEI
AUG 2 8 1967
FORM E-33 SDM 3-60 SP 6470-734

LSF-1(1)
7038

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

SUBJECT: Topsoil Specifications

To: DIVISION ENGINEERS

The attached correspondence is forwarded you for your information and action.

It is assumed that the contractor will agree to the elimination of the LL and PL specification requirements as it is to his advantage. Note that price agreements are not required.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
L. H. Young
O. A. White

AUG 24 1967
STATE

FORM E-123X, 30M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Court Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 25 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weed seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 50M 2-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF: Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7058	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a loam-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: H. Astrup
L. Shaw

RECEIVED
JUL 19 1967
FOR FILING

ISF 1(1)
7C 34

July 19, 1967

All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

On Contracts Nos. 7038 and 7039, the State Insurance Department notified us that they cannot approve William R. Vanderpool signing as Attorney in Fact for United States Fidelity and Guaranty Co. as they do not have a Power of Attorney on file.

Please ask your surety to have someone sign who has proper authorization or file a Power of Attorney for William R. Vanderpool with the Insurance Department. Two copies of each contract are enclosed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Enclosures

RECEIVED
JUL 18 1967
FOR FILING

FORM FH-111 (11-65)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

LSF 1(1)
10-8

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 13, 1967

In reply refer to: 08-35-EC

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-1(1)
West City Limits - St. Johns Bridge (Portland) Section
Roadside Improvement

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 29, 1967 in the award of Contract No. 7038 to All-City Tree & Landscape Service of Portland, low bidder in the amount of $23,951.20 at the June 22, 1967 bid opening.

This concurrence was found to be in the public interest by our Regional office pursuant to paragraph 10c of PPM 21-6.3 as requested in Mr. Young's June 27, 1967 letter.

REFERRED TO 7-14-67
Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967

Fred W. Hill, Member
Helix

7038

July 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 29, 1967 is requested in the award of Contract for the W. City Limits-St. Johns Br. (Portland) Section, Project No. LSF-1(1).

The contractor receiving the award is All City Tree & Landscape Service of Portland in the amount of $23,951.20 with the Contract No. 7038 assigned. This bid was received on June 22, 1967 and awarded June 29, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

RECEIVED
JUN 30 1967

FOR FILING
247-111
1037

June 29, 1967

All-City Tree and Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for roadside improvement on the West City Limits-St. Johns Bridge (Portland) section of the Columbia River Highway in Multnomah County for the sum of $23,951.20 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7038.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
JUN 27 1967
FOR FILING
Fred W. Hill, Member
Hgtrs
7038

June 27, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the West City Limits-St. Johns Bridge Section, Project No. LSF-1(1).

All-City Tree and Landscape Co. of Portland, submitted the low bid of $23,951.20, which is $3,552.80 (17.4%) over the engineer's estimate of $20,398.40. One other bid was received in the amount of $30,956.60.

There are two items of work on this project that make up the bulk of the 17.4% over our estimate, "Furnishing and Placing Topsoil" and "4-inch Concrete Surfacing". We have had considerable difficulty in estimating topsoil prices in the past as you will recall, due in part to availability of material, length of haul and difficulty in placing. The bid for "4-inch Concrete Surfacing" is 25% or $1.00 over our estimate which is a little high but there is a difficult placing job on this project. The concrete is to be placed in back of the curb with a maximum width of 3 feet, this takes lots of forming. One other factor involved, the landscape contractors usually sublet their concrete work which tends to add to our cost.

We feel the bid proposal is reasonable and that it is in the public interest to award the contract at this time without further delay. There are two copies of the bid tabulation attached and if further information is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed
cc: F. B. Klaboe
H. H. Astrup
H. H. Juve
R. H. Chase

RECEIVED
JUN 5 - 1967

Form CD-121 (11-63) (Pres. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1967

In reply refer to: 08-35.2-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project LSF-1(1)
W. City Limits-St. Johns Bridge - (Portland) Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's May 3, 1967 request for approval of an individual project program change (PR-9) adding roadside improvement. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for contractor's use with relocation advisory assistance unnecessary and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $100.00, and the installation of a water meter with water estimated at $155.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items previously accepted. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

1038

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Cook
Dell
Cook (2)

May 3, 1967

Jen
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

Pozzo
Moreland
Trout
Scott
Wills
Litchfield
Olsen

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.
4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MAR 24 1967
FOR FILING

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
7038 Salem, Oregon

DATE: March 22, 1967

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Federal Landscape and Scenic Enhancement Program

Mr. Young's March 13, 1967 letter requested inclusion of two items in the subject program. These Stage 2 Preliminary Engineering projects are approved effective today:

Item	Project	Location	Work
29	LSF-47(3)	Independence Jct-Salem	PE (future landscape)
30	LSF-1(1)	W. City Limits-St. Johns Bridge	PE (future landscape)

You are authorized to proceed with all phases of preliminary engineering effective today.

This approval and authorization is with the understanding that advancement of this program action to the construction phase must be concurrent with our approval of the P.S. & E.

This action provides for PE on 6.89 miles of primary highways for future landscaping for a total estimated cost of $1,500.00, all of which is reserved as Federal funds.

w Morgan
Young
Astrup
3-24-67

NOTED
F.B. KUBOE

RECEIVED
MAR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

LSF-1(1)

7C38

157 1(1)

US 30

N. Cy Limits

-Johnson Br

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)
	1	US 30 W. City Limits to St. Johns Br. (Portland)			11,000	20,900	87
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)
	Preliminary Engineering								
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME	
	Landscaping and Scenic Enhancement							ROUTE NO. P	FEDERAL-AID 1
	NAME OF URBAN AREA 17-31								
	Portland								

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (48)(49)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)(76)
1	(14-15)	(16)	41	42						
5					PE		US 30 W. City Limits to St. Johns Br. (Portland)	3.43	500	500
5					ROW					
5					CONST (CODE)			3.43	(30,000)	
								3.43	500	500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24) (33)

* 7034

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

s Br. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		11,000	20,900	87	08	Oregon	35	667	30

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23	SEQ. NO. 7 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
						LSF-	1(1)			

Enhancement	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Multnomah	051	1 OR X 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
	P	1		30

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
its	3.43	500	500			P.E. including P.S. and E. preparation. (Future landscaping)
	3.43	(30,000)				ROW-80' Min; Access Control-Partial; Park.Restrictions-Partial.
T	3.43	500	500			
		(16) (23)	(24) (33)			

REMARKS

Additional Data - Item 130, Project U-171(8)
For PR-37B: On R/W-1; ROW-F; Hwy.-4 Lane.

USCOMM DUSCOMM-DC 48905-P61

ISF-47(2) ISF-47(1) #7039	W. Salem Section, of the Willamina-Salem Hwy. (Roadside improvement)	1967

CIA - 3321

7037
107-1172(2).

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 19, 1973

In reply refer to: 10-35-DB

Oregon Project LSF-47(1) 107-1
Willamina-Salem Highway
SUBJECT: West Salem Bikeway

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Pursuant to Mr. J. B. Boyd's June 7 letter of request it is agreed that construction of an 8 foot wide Portland cement concrete bike path throughout the length of the West Salem scenic strip is compatible with the intended use of this area which was in part purchased and landscaped with funds provided under the Highway Beautification Act of 1965. This action should not be construed to alter in any other way the provisions of the State-City Agreement covering this subject project. The State-City Agreement was approved by this office on May 16, 1967.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 20 '73
REFER TO
FOR

NOTED
A. E. JOHNSON

STATE COPY

Monthly transaction number: 7-19	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Polk
Modification number: 1		Project number: I-SF-47(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 80,373	$ 85,378
Federal funds	$ 80,373.00	$ 85,334.70
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of July, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Kubler

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. R. Backlund
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-50		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
6 7039	7-21-17	Polk
		PROJECT NO. ISF-47(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sr 22 Salem City Limits NE 1.02 mi.
West Salem Section of Willamina-Salem Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,373	$ 80,373.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. LSF-47(2)

WEST SALEM SECTION OF THE

WILLAMINA-SALEM HWY. IN POLK COUNTY

Project Agreement Estimate.

Salem, Oregon, July 13, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y003
Roadside Improvement (Sta. 1308+58 Thru Equa. 1339+86.77 = 76+45.29 to Sta. 53+75) Contract No. 7039

Clearing and Grubbing	All Required		$ 6,500.00
Furnishing and Placing Topsoil	9,000 cu.yd.	$ 2.10	18,900.00
Tractor	30 hour	20.00	600.00
A.C. Concrete Surfacing	253 sq.yd.	4.50	1,138.50
Lawn Construction	2.4 acre	2,200.00	5,280.00
Furnishing and Planting Trees	330 only	8.50	2,805.00
Furnishing and Planting Broadleaf Evergreen Shrubs	1,070 only	5.00	5,350.00
Furnishing and Planting Deciduous Shrubs	1,500 only	4.00	6,000.00
Furnishing and Planting Rhododendrons	600 only	7.00	4,200.00
Furnishing and Planting Vines	7,000 only	0.35	2,450.00
Removing and Resetting Trees and Shrubs	75 only	6.00	450.00
Grass Seed Mixture	400 lb.	1.00	400.00
Inorganic Fertilizer, 10-16-8	34 cwt.	8.00	272.00
Inorganic Fertilizer, 16-20-0	2 cwt.	12.00	24.00
Organic Fertilizer, 5-3-2	9 cwt.	8.00	72.00
Rhododendron Fertilizer, 8-10-8	3 cwt.	12.00	36.00
Manure Fertilizer	180 cu.yd.	9.00	1,620.00
Peat Moss	1,130 cu.ft.	1.00	1,130.00
Mulch	100 unit	23.00	2,300.00
3/4-inch Water Pipe	570 lin.ft.	0.40	228.00
1-inch Water Pipe	1,640 lin.ft.	0.60	984.00
1 1/4-inch Water Pipe	1,260 lin.ft.	0.70	882.00
1 1/2-inch Water Pipe	1,640 lin.ft.	0.75	1,230.00
2-inch Water Pipe	1,300 lin.ft.	0.90	1,170.00
2 1/2-inch Water Pipe	560 lin.ft.	1.00	560.00
3-inch Water Pipe	950 lin.ft.	1.60	1,520.00
3/4-inch Steel Water Pipe	170 lin.ft.	0.70	119.00
1-inch Gate Valve	1 only	14.00	14.00
2-inch Gate Valve	6 only	24.00	144.00
1 1/2-inch Manual Section Valves	1 only	22.00	22.00
2-inch Manual Section Valves	13 only	30.00	390.00
3/4-inch Quick-Coupling Hose Valves	70 only	6.00	420.00
1/2-inch Manual Drain Valves	25 only	7.50	187.50
2-inch Pressure Vacuum Breaker Valves	2 only	200.00	400.00

Pop-up Rotary Sprinkler Heads	90 only	$ 44.00	$ 3,960.00
Salvage and Reinstall Sprinkler Head and Riser	14 only	10.00	140.00
Salvage and Reinstall Atmospheric Vacuum Breaker Valve	1 only	60.00	60.00
			$71,958.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$72,158.00
	10% Engr. & Cont.		7,215.00
	Total		$79,373.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Roadside Improvement	79,373.00	79,373.00
	$80,373.00	$80,373.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WEST SALEM SECTION

State Work

A.C. Concrete Surfacing	417 cu.yd.	$4.50	$1,876.50

Oregon State Highway Department

Federal-Aid
Project No. ISF-47(2)

WEST SALEM SECTION OF THE

WILLAMINA-SALEM HWY. IN POLK COUNTY

PS & E estimate

Salem, Oregon, May 16, 1967

Type Code PE

Preliminary Engineering	All Req.		$ 1,000.00

Type Code X003
Roadside Improvement (Sta. 1308+58 Thru Equa. 1339+86.77 = 76+45.29 to Sta. 53+75)

Clearing and Grubbing	All Req.		$ 3,000.00
Furnishing and Placing Topsoil	9,000 cu.yd.	$ 2.50	22,500.00
Tractor	30 hr.	18.00	540.00
AC Concrete Surfacing	670 sq.yd.	2.00	1,340.00
Lawn Construction	2.4 acre	1,300.00	3,120.00
Furnishing and Planting Trees	330 only	10.50	3,465.00
Furnishing and Planting Broadleaf Evergreen Shrubs	1,070 only	4.50	4,815.00
Furnishing and Planting Deciduous Shrubs	1,500 only	3.50	5,250.00
Furnishing and Planting Rhododendrons	600 only	7.00	4,200.00
Furnishing and Planting Vines	7,000 only	0.50	3,500.00
Removing and Resetting Trees and Shrubs	75 only	2.00	150.00
Grass Seed Mixture	400 lb.	1.35	540.00
Inorganic Fertilizer, 10-16-8	34 cwt.	8.00	272.00
Inorganic Fertilizer, 16-20-0	2 cwt.	8.00	16.00
Organic Fertilizer, 5-3-2	9 cwt.	8.00	72.00
Rhododendron Fertilizer, 8-10-8	3 cwt.	12.00	36.00
Manure Fertilizer	180 cu.yd.	8.00	1,440.00
Peat Moss	1,130 cu.ft.	0.60	678.00
Mulch	100 unit	20.00	2,000.00
3/4-inch Water Pipe	570 lin.ft.	0.65	370.50
1-inch Water Pipe	1,640 lin.ft.	0.70	1,148.00
1 1/4-inch Water Pipe	1,260 lin.ft.	0.80	1,008.00
1 1/2-inch Water Pipe	1,640 lin.ft.	1.05	1,722.00
2-inch Water Pipe	1,300 lin.ft.	1.15	1,495.00
2 1/2-inch Water Pipe	560 lin.ft.	1.20	672.00
3-inch Water Pipe	950 lin.ft.	1.55	1,472.50
3/4-inch Steel Water Pipe	170 lin.ft.	0.75	127.50
1-inch Gate Valve	1 only	15.00	15.00
2-inch Gate Valve	6 only	35.00	210.00
1 1/2-inch Manual Section Valves	1 only	20.00	20.00
2-inch Manual Section Valves	13 only	25.00	325.00

3/4-inch Quick-Coupling Hose Valves	70 only	$ 8.00	$ 560.00
1/2-inch Manual Drain Valves	25 only	9.00	225.00
2-inch Pressure Vacuum Breaker Valves	2 only	240.00	240.00
Pop-up Rotary Sprinkler Heads	90 only	20.00	1,800.00
Salvage and Reinstall Sprinkler Head and Riser	14 only	3.00	42.00
Salvage and Reinstall Atmospheric Vacuum Breaker Valve	1 only	25.00	25.00
			$68,651.50
Flagging (57½¢ of Contractor's Cost)	All Req.		$ 200.00
		Subtotal	$68,851.50
		10% Engr. & Cont.	6,884.50
		Total	$75,736.00

Length of Project - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Roadside Improvement	75,736.00	75,736.00
	$76,736.00	$76,736.00

RECEIVED
MAR 17 1969
FOR FILE

LSF-47(1)
1-24

March 14, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 11, 1968, on Contract No. 7039. The contract was with All-City Tree and Landscape Service and was for roadside improvement on the West Salem Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 14, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb sr
cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
R. D. Asburry

RECEIVED
MAR 17 1969

FOR FILE
20E-477(2)
1(-1

March 14, 1969

U. S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7039 awarded to All-City Tree and Landscape Service for roadside improvement to the West Salem Section of the Willamina-Salem Highway in Polk County was completed on January 11, 1968, and accepted by the Highway Commission on March 14, 1969.

Final payment in the amount of $3,691.73 will be released to the contractor after March 21, 1969. The total contract amount is $73,418.81 including $22.25 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Tree & Landscape Service
29 N. E. 148th Avenue
Portland, Oregon 97230

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED

REGIONAL PARK and RECREATION AGENCY

OF THE MID WILLAMETTE VALLEY

TELEPHONE 581-5123 EXT. 76

1460 20TH S.E.
SALEM, OREGON 97302

February 19, 1969

PARTICIPATING JURISDICTIONS
MARION COUNTY
POLK COUNTY
CITY OF SALEM
LSF-47(2)
1039

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

This is to acknowledge the receipt of your letter of February 14, 1969 concerning the City of Salem accepting the maintenance of certain portions of the landscaping along the Willamina-Salem Highway.

It has been most gratifying working with your department on the inspection and acceptance of this project. I have notified our maintenance crews of this acceptance starting February 18, 1969.

Very truly yours,

William D. Neifert

William D. Neifert, Park Superintendent
REGIONAL PARK AND RECREATION AGENCY

WDN:hw

cc: Mr. Robert Moore, City Manager

2-20-69
Cooper
Porter
Hunter
Edwards Morgan
Asbury Barker
Olson

RECEIVED
FEB 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1969
FOR
LF-1176(2)
7039

C 9a - 3321

February 14, 1969

Mr. Charles Gale, Director
Regional Park and Recreation Agency
City of Salem
1460 20th Street, S. E.
Salem, Oregon 97302

Dear Mr. Gale:

Pursuant to an agreement dated April 25, 1967, between the State of Oregon (through the State Highway Commission) and the City of Salem, the State has completed the landscaping of portions of the Willamina-Salem Highway and the Salem-Dayton Highway lying within the corporate limits of the city of Salem.

The final inspection of the project was made December 17, 1968, by representatives of the State Highway Department, the Bureau of Public Roads and Mr. W. Neifert of your agency. The project was accepted February 7, 1969.

Therefore, in accordance with the agreement, it is requested that the City of Salem accept the maintenance of the landscaped areas upon receipt of this letter.

Three copies of the "As Constructed" plans will be delivered to your office under separate cover.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter
D. J. Barbee
F. D. Morgan
R. D. Asburry
R. E. Olson

REO:de srb

RECEIVED
MAR 6 - 1969
FOR

OREGON STATE HIGHWAY DEPARTMENT

LSF-47(2)
1129

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7039
Prefix 27-0904
FAP LSF-47(2)

Dear Sir:

The replacement planting work under Contract No. 7039, West Salem Section of the Willamina-Salem Highway in Polk County, was completed February 7, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 2-27-69

Conditions noted on above date:

Recommend Acceptance

R. E. Simpson
Division Engineer

RECEIVED
MAR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LPR:bk

JK:fw
To: Forrest Cooper
F. D. Morgan

RECEIVED
MAR 7 1968
FOR FILING
ASF-4(7)(2)
7-39

SP°23611-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1968

SUBJECT: Plant Replacements
West Salem-Edgewater St. Section

To: Mr. R. D. Asburry
Division Engineer
East Salem Highway Bldg.

In conjunction with construction of the subject project, an agreement was entered into between the Commission and the City whereby the City agreed to maintain all plantings made by the State between Edgewater Street and the westerly side of the highway and completion and acceptance of the present construction project.

In checking our previously completed plantings in the Rosemont Street intersection, I find that 50 Azalea Glamour and 55 Evergreen Candytuft are needed to replace plants that died last summer. I also noted that the sprinkler heads adjacent to the curb had been damaged.

I believe it is incumbent on us to turn over the section to them in a complete and good condition. Therefore I recommend that the above replacements be made at the earliest practicable date.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe
F. D. Morgan

RECEIVED
MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-204—5M

3
LF-47(2)
7039

Signature

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon ... project agreement ... funds are ... for ...
FHWA Date ...
... Dist. Engineer
U.S. Bureau of Public Roads

Project Name West Salem Date March 4, 1968

Highway Willamina-Salem Contract No. 7039

County Polk Prefix 27-0904

Contractor All-City Tree & Landscape Service F. A. Project No. LSF-47(2)

Address 29 N.E. 148th Ave., Portland, Ore. 97230 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair water erosion damage in planting beds.

Location by station numbers:

1320+00 to 1339+86.77 = 76+45.29 to 66+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$150.00
Material	50.00
Total Cost	$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra work will consist of repairing erosion damage to planting beds located on the roadbed slope of the westbound lane. The heavy runoff of rain water from the paved roadway has eroded the planting beds. The plants in these areas will be removed, the damaged area repaired and the plants reset and additional mulch applied. One standard manhole cover will be replaced with a grate top to improve drainage.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$83,288.81
Present estimate of project cost, including $200.00 for work under this order	$84,541.96
Expected over-run amount	$1,253.15
Expected over-run per cent	1.5

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or [illegible]

Approval Recommended: /s/ R. D. Asburry — Division Engineer
3-26-68

Approved: /s/ L. H. Young

LSF-47(2)
7039

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WEST SALEM SECTION		WEEK ENDING: February 17, 1968
		SECTION PREFIX: 27-0904
HIGHWAY: Willamina - Salem		COUNTY: Polk
NAME OF JOB: West Salem Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: All-City Tree & Landscape Service	CONTRACT NUMBER: 7039	FEDERAL AID PROJECT NUMBER: LSF-47(2)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: August 7, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 178
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
PROJECT AUTHORIZATION: $ 83,288.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 77,366.05	ENGINEERING AUTHORIZATION $ 5.922.76	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 75,342.00	ENGINEERING COST TO DATE $ 8,360.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
~~XXXXXX~~ PERCENT: OVERRUN ~~UNDERRUN~~ 1.3 %	PERCENT OF AUTHORIZATION 141 %	DATE PROJECT WAS COMPLETED: January 11, 1968

Cost this week 160.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			Routing
MONDAY	"			Peese, Meredock, Brand, Barbee, Trout, Walker, Scott, Glenn, Wills, Swan, Litchfield, Olson
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	Cloudy			
FRIDAY	"			
SATURDAY	"			

RECEIVED
FEB 21
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was completed and turned into Division Office on Thursday, February 15, 1968.

F I N A L R E P O R T

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
JAN 30 19[illegible]
Public Roads
154-417(2)
7029

January 12, 1963

Mr. A. M. Perkins
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-"1(2),31

I am pleased to note the favorable report made in your letter of January 7 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. Attached is information to do. We are presently rewriting our Standard Specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. L. Alabee
Assistant State Highway Engineer

cc: Forrest Cooper
H. L. Porter
F. D. Morgan
L. H. Young
Mark Astrup

MHA:de srb

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

LSF-47(2)

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

cc Kloboe
Morgan - RID
Young

NOTED
F. B. KLOBOE

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

Neil Creek - California Line Section, I-5-1(66)00 - 6972
North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

LSF-47(2)
7039
TO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 11, 1967

In reply refer to: 08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon, Attention: Mr. F. B. Klaboe

FROM: A. W. Parsons, Division Engineer, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Projects LSF-47(2) and LSF-47(3) 7039 7040
West Salem and Independence Junction - West Salem Sections
Willamina-Salem Highway
Inspection-in-Depth 35-67-EID(25)27

Attached is an inspection-in-depth report on Landscape Planting Procedures. This is part of a Statewide inspection-in-depth series.

We are pleased to note that no significant deficiencies were found. We wish to compliment your Landscape Department and project personnel, for it is through their diligent efforts that inspection-in-depth reports such as this are possible.

Enclosure
Report

12-14-67
REFERRED TO
Astrup - Morgan
State Hwy. Engr.
a/encs.
Good work!

NOTED
F. B. KLABOE

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(REV. 10-68) BUREAU OF PUBLIC ROADS

Region (3) CONSTRUCTION INSPECTION-IN-DEPTH REPORT
Wash DC (PPM 20-6.1)
File 439

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Polk	LSF-47(2), LSF-47(3)

DATE OF INSPECTION	PHASE(S) INSPECTED
11-27-67	Landscape Planting

INSPECTION MADE BY	IN COMPANY WITH
C. T. Christianson, Area Engr C. K. Hossner, Area Engr L. P. Renz, Asst Area Engr L. M. Cheeshir, Engr Trainee	E. J. Hall, Res Engr Don Beecroft, Br Res Engr E. A. Meola, Asst Landscape Architect J. F. Svinth, Agronomist

REPORT PREPARED BY
C. T. Christianson, Area Engr C. T. Christianson

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Landscape Planting

CONTRACTOR (Name and address)	CONTRACT AMOUNT
LSF-47(2) All City Tree & Landscape Service, Portland, Oregon LSF-47(3) Aichele Landscaping Inc., Oresham, Oregon	$ see below
	PROJECT STATUS (% comp.) see below

LOCATION
Both projects are on State Route 22 (FAP 47)
LSF-47(2) Edgewater Street Interchange to West City Limits (Salem)
LSF-47(3) Rosewood Street (Salem) to Independence Junction

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Note: This is part of a Statewide Inspection-in-Depth.
Contract Amount: LSF-47(2) $73,834.50
LSF-47(3) $115,932.00
Project Status: LSF-47(2) 85 percent complete
LSF-47(3) 40 percent complete

WEST SALEM SECTION
INDEPENDENCE JUNCTION - WEST SALEM SECTION
WILLAMINA - SALEM HIGHWAY
Roadside Improvement

SUMMARY OF FINDINGS

Project procedures and construction operations were considered to be highly satisfactory. The project records contained adequate evidence of compliance with governing contract specifications and provisions.

RECOMMENDATIONS

The Resident Engineer and his staff should be commended for the excellent manner in which they have conducted their duties on these projects to date.

(more)

EDITION OF (8-64) IS USABLE

Since no significant deficiencies were noted, no follow-up action is considered necessary.

Detailed Report of Inspection:

This inspection involved a full review of engineering and construction operations in connection with landscape planting on the two projects indicated. These projects form nearly a continuous section on the same Federal-aid route in West Salem vicinity.

Materials were generally inspected in the field and project records pertinent to materials were reviewed in the resident engineer's office. The materials incorporated into the project to date were in substantial conformance with contract specifications as evidenced by project records and field inspection. Plant materials inspected were in a healthy condition with normal well-developed branch and cane systems. Out-of-State plants utilized on these projects have been certified by the State for use within its borders. All plants utilized on these projects have been nursery grown as evidenced by field inspection and nursery certification.

Plants and plant materials inspected in the field indicated that adequate precautions have been taken in protecting plants during handling and shipping. While only a limited number of balled plants were available for inspection, the balls were firm and unbroken. Project records contained the seed company certification indicating that grass seed conforms with the requirements of the Special Provisions.

A field review of construction operations indicated that the trees and shrubs were located in substantial conformance with planned requirements and dimensions. The 30-foot lateral clearance for safety purposes has been maintained.

A shrub planting operation was observed and it was noted that [redacted] care was being taken in tamping backfill material around plants assuring reasonable care in their installation to prevent root injury. Plants on this project were thoroughly settled by tamping of the backfill material to prevent air pockets. Had the material used for backfill been dry, it would have been necessary to use watering of the backfill material in addition to tamping. Both methods have been used on this project depending on weather and soil conditions.

All records maintained for accountability of materials were reviewed and found to indicate compliance with State procedures and contract specifications. It was noted that some of the items requiring manufacturer or supplier certifications were covered in the project records by notations that the original certification had been

(more)

forwarded to the Central Laboratory. It was recommended that copies of all certifications be maintained in the project files at the Resident Engineer's office throughout the duration of the project in order that no certification or report be overlooked in the inspection and installation of the materials. With this minor deficiency in mind, the set of records noted on this project was complete and accurate facilitating easy review and inspection. The latest monthly progress estimate was inspected and all materials paid for on that estimate were supported by laboratory test results and field inspection records or materials receipts supporting both the quantity and quality of materials paid for.

Traffic control on these projects was being conducted in a satisfactory manner; however, the construction as such does not interfere with normal traffic flow on this route.

Work sheets and guidelines are attached to the Division office copy of this report.

RECEIVED
OCT 27 1967
FOR GOVERNMENT

Memorandum

LSF-47(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 12, 1967

In reply refer to: 08-35-EC/710.18

SUBJECT: Oregon Project LSF-47(2)
West Salem Project

As requested by Mr. Young's October 11, 1967 letter, program approval and authorization for preliminary engineering on the subject project is changed from May 16, 1967 to April 1, 1967. Our action was unduly delayed because of our inadvertently overlooking your request, and not through any deficiency of the program item.

NOTED
R. L. FORTER

NOTED
F. B. KLABOE

10-16-67
REFERRED TO
Young - Mason
By Asst. State Hwy. Engr.

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 11 1967

Fred M. Hill, Member
Helix

October 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Item No. 28
Project LSF-47(2)
West Salem Section

Dear Sir:

In checking our records of the subject project we find the program documents were submitted under our letter of March 6, 1967, which letter also requested your authorization to proceed with all phases of Preliminary Engineering. Your letter of May 16, 1967 gave program approval and authorization to proceed with preliminary engineering effective May 16, 1967. We feel the delay from the date of our Program submission and the date of your approval was unduly long, in view of the fact program Items 29 and 30 were submitted on March 13, 1967 and approved by your office effective March 22, 1967.

Normally such a delay would not have been serious, as preliminary engineering would not be initiated until your approval was received, however, in the case of this project it was imperative to complete the P.E. phases in order to submit Program and PS & E documents to obligate the available Beautification Funds prior to June 30, 1967 and so the preliminary engineering was commenced April 1, 1967 and the majority of the work completed prior to May 16, 1967. This preliminary engineering would qualify for Federal-Aid participation except under the present condition it was performed prior to your approval. We therefore request the Preliminary Engineering Authorization be reconsidered and established as effective April 1, 1967, and allow us to claim the preliminary engineering involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

IR:lb

cc: R. H. Chase
C. H. Hutson

RECEIVED
AUG 28 1967

FORM E-30 SOM 3-65 SP 6470-734

ASF-47(2)
10 37

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1967

SUBJECT: Topsoil Specifications

To: DIVISION ENGINEERS

The attached correspondence is forwarded you for your information and action.

It is assumed that the contractor will agree to the elimination of the LL and PL specification requirements as it is to his advantage. Note that price agreements are not required.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe
L. H. Young
O. A. White

RECEIVED
AUG 24 1967

FORM E-123X 80M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1 67

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Center Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 28 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 50M 3-63 49500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7056	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

RECEIVED
JUL 18 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-47(2)
West Salem Section
Roadside Improvement

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 26, 1967 in the award of Contract No. 7039 to All-City Tree & Landscape Service of Portland, low bidder in the amount of $73,834.50 at the June 22, 1967 bid opening.

REFERRED TO 7-19-67
Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967
FOR FILING

Fred W. Hill, Member
Helix

7039

July 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 26, 1967 is requested in the award of contract for the West Salem Section, Project No. LSF-47(2).

The contractor receiving the award is All City Tree & Landscape Service of Portland in the amount of $73,834.50 with the Contract No. 7039 assigned. This bid was received on June 22, 1967, and awarded June 28, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

FORM E-123

RECEIVED
JUN 30 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FILE FILING
119 4702
11 3 7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

June 30, 1967

All-City Tree and Landscape Service
20 Northeast 148th Avenue
Portland, Oregon 9723[illegible]

Gentlemen:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7019 for the following project:

Roadside improvement on the West Salem Section of the Willamina-Salem Highway in Polk County.

This award was based on your bid of $73,834.50 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merciant
Mark Astrup

RECEIVED
JUN 15 1967

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 31, 1967

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project LSF-47(2)
West Salem Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's May 17, 1967 request for approval of an individual project program change (PR-9) adding roadside improvement. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports except for the following:

File No. 40823 - Carlton (house)
File No. 40824 - Cummins (concrete block bldg.)

Your special provisions advise bidders that these parcels will not be clear until August 1 and September 1, 1967. Our regional office concurs in the above procedure to be in the public interest based on the information submitted with Mr. Young's May 9, 1967 letter.

You are authorized to proceed with the contractor's flagging included in your estimate for $200.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I	-	General Requirements	March 1967
Division II	-	Part 1 - Earthwork	March 1967
Division II	-	Part 4 - Structures	March 1967
Division II	-	Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

REFERRED TO
Warren Wiese.
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The following conditions are applicable in connection with our approval of the plans:

1. Asphaltic Concrete Surfacing item which provides for paving of city parking facilities adjacent to the West Salem Library is not considered eligible for Federal participation.

2. It appears that the parking lot easterly of the city library will encroach on the property acquired for the scenic strip. Since it is assumed that this lot is primarily for use of city library employees and patrons, encroachment of the parking lot on the scenic strip cannot be allowed.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, authorities is not involved, and that specifying one material or product is limited to those items previously accepted. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Attachment

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

STATE COPY

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.
MAY 29 1967
3-98

FORM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5-19-67

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

PROJECT REPORT NO.
5

STATE
Oregon

COUNTY
Polk

PROJECT NO.
LSF-47(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Edgewater Road (Salem) Scenic Strip Section, Willamina-Salem Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	12-6-66	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 54,500.00	$ 54,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer MAY 19 1967

Oregon State Highway Department

Federal-Aid
Project No. LSF-47(1)

EDGEWATER ROAD (SALEM) SCENIC STRIP SECTION

OF THE WILLAMINA-SALEM HWY. IN POLK COUNTY

Project Agreement Estimate.

Salem, Oregon, April 25, 1967

Type Code R.W.S.
Rights of Way Scenic (Sta. 69+00 thru Equa. 74+68=1338+91.03 to 1320+00)

Rights of Way	All Required		$48,900.00
Displaced Persons*	All Required		2,700.00
		Subtotal	$51,600.00
		Acquisition Expense	2,900.00
		Total	$54,500.00

Length of Project - - - - - - - - - - - - 0.470 mile

Federal Funds - $54,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

* Displaced Persons

1 - Business	$2,500
1 - Family	200
	$2,700

RECEIVED
MAY 18 1967

Form CO-171 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF-47 (2)
1039

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: May 16, 1967

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Landscape and Scenic Enhancement Program

Mr. Young's March 6, 1967 letter requested inclusion of one item in the subject program. This Stage 2 Preliminary Engineering project is approved effective today:

Item	Project	Location	Work
28	LSF-47(2)	Salem (Edgewater St.) Sec.	P.E. (future landscape)

You are authorized to proceed with all phases of preliminary engineering effective today.

This approval and authorization is with the understanding that advancement of this project to construction phase must be concurrent with our approval of the P.S. & E.

This action provides for Preliminary Engineering for future landscape project on 1.02 miles of Federal-aid Primary Highway at a total estimated cost of $1,000.00, all of which is reserved as Federal-aid Landscape (Code 667) funds.

5-18-67
REFERRED TO
Young-Astrup
By Asst. State Hwy. Engr.

RECEIVED
MAY 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 15 1967

Form 60-121 (11-60) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 9, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project LSF-47(1)
Edgewater Road (Salem) Scenic Strip
Project Agreement
(Mr. L. H. Young's April 24 and May 4 letters)

Returned herewith are the approved right of way (scenic) plans for the subject project. With the exception of a portion of File 40824, this office authorized acquisition of the strip on December 6, 1966. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

You are hereby authorized to acquire the westerly half of File 40824 which contains a nonresidential building provided it can be purchased for an amount not substantially in excess of the review appraiser's findings, without having to resort to condemnation procedures. Since appraisal and incidental costs pertaining to the westerly half of the property were incurred prior to this authorization such costs will not be eligible for Federal participation.

The project agreement is further subject to the conditions outlined in our December 6 authorization letter as follow:

1. Execution of a City-State agreement that provides for the adjacent city-owned parcels to be retained for exclusive scenic use as governed by the Highway Beautification Act of 1965, and that the City will maintain its parcels in a suitable manner.

2. The use of eminent domain to acquire the residence within the project is prohibited; however, this prohibition does not eliminate possible negotiation.

3. If acquisition costs of the service station exceed the preliminary cost estimate, concurrence of Public Roads should be secured before final purchase.

The project agreement will be forwarded for your approval at a later date.

Enclosure

5-15-67 REFERRED TO Young w/enc.
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 9 - 1967
FOR FILING

Fred W. Hill, Member
Holly

1139

May 9, 1967

Mrs. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

West Salem Section
Project No. ISF-47(2)

Dear Sir:

We hereby request that the requirements of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived, as being in the public interest for the above-mentioned project.

There are two buildings that we will not have possession of until after the award date. The contract specifications will restrict the contractor's operation and require him to remove these structures as noted below:

File No.	Location	Improvement	Possession Date
40822	Sta. 71+50	Concrete Block Bldg.	Aug. 1, 1967
40823	Sta. 1325+00	House	Sept. 1, 1967

This project should be advertised for bids to be received on June 15, 1967, for two reasons: 1 - it is a scenic enhancement project and we must obligate the funds prior to June 30, 1967; 2 - it is necessary to coordinate this work with a slide correction project "Independence Jct.-W. Salem Section" which is to be let June 15, 1967. Fill material for this project is to come from the slide area.

Not having possession of the building until September 1, 1967, should not increase the cost of the project or delay the contractor as the bulk of the work is placing plants and shrubs which must be done subsequent to October 1, 1967, in the proper planting season.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

cc: F. B. Klaboe
D. H. Moehning
R. M. Chase

RECEIVED
MAY 5 - 1967

Fred M. Hill, Member

Helix
LSF-1(7)(2)
7139

May 4, 1967

1711

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project LSF-47(1)
Edgewater Road (Salem) Section
(F 40824 - Cummings)

Dear Sir:

We hereby request your authorization for the acquisition of the westerly half of File 40824 which includes a nonresidential building. During negotiations on the authorized portion of this parcel, the owner expressed a willingness in selling the portion on which the building is located. This parcel is shown on the reduced right-of-way plans and the estimated cost as well as relocation assistance is included in the project agreement estimate previously submitted to your office on April 24, 1967.

We are enclosing a copy of Mr. D. H. Moehring's letter of April 24, 1967, concerning the acquisition of the building on the subject file.

Attached are two sets of reduced rights-of-way plans with the changes as requested in your letter of May 1, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

cc: R. W. Chase
J. R. Oakes
M. Mitchell

RECEIVED
MAY 22 1967
FOR FILING
LSF-47(3)
7039

Agenda 4f

May 3, 1967

City of Salem
City Hall
Salem, Oregon

MISC. CONTRACTS and AGREEMENTS No. 5321

Attention: Mr. B. T. Van Wormer
Director of Public Works

Gentlemen:

Enclosed for your files are two fully executed copies of an agreement concerning landscape beautification on portions of the Willamina-Salem Highway and the Salem-Dayton Highway in Polk County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc. (2)

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORWARD
MAY 3 - 1967
LSF-47(2)
FOR FILE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7137

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 1, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project LSF-47(1)
Edgewater Road (Salem) Scenic Strip Section

Office Engineer L. H. Young's letter of April 24, 1967 forwarded to this office 4 copies of an estimate as a basis for project agreement, and 2 sets of reduced right of way plans. The estimate and right of way plans indicate that there has been an addition to the scenic strip of another building which is part of File No. 40824, Cummins. Inasmuch as we did not authorize the acquisition of this building in the original authorization, it will be necessary that you initiate action to request authorization outlining the reasons for the additional acquisition. In order to insure Federal participation in the acquisition, you should withhold purchase of the parcel until authorization is requested and received from this office.

We are also returning one set of the right of way plans as they fail to truly depict the scenic strip along Edgewater Street. For instance many buildings are shown within the strip that are no longer in existence. The location of the existing freeway is shown by centerline only, and does not indicate the slope limits adjacent to the scenic strip. An up-to-date right of way plan should be prepared for this project and should conform with the requirements of Paragraph 4h of PPM 40-3.1. Upon resubmission, we will initiate action to complete the project agreement.

Enclosure

RECEIVED
MAY 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - Wlenc.
BY ASST. STATE HWY. ENGR.
5-3-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FILED
MAR 31 1967
FOR FILING

ISF-477(2)
7639

March 30, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 meeting will be a landscape beautification agreement with the City of Salem covering portions of the Willamina-Salem Highway and the Salem-Dayton Highway (Edgewater Street) within the city limits of Salem.

The agreement provides for the State to perform the landscaping project, including provisions of planting and irrigation systems. The City, at the State's request shall install and maintain adequate water connections from City sources and provide all water necessary for irrigation of the landscaping. The agreement also provides for the City to maintain the landscaped areas lying northwesterly of the westbound lanes of the Willamina-Salem Highway and for the State to maintain the landscaped areas lying southeasterly of the westbound lanes of this highway. Further provisions cover encroachments, parking restrictions, right-of-way acquisition, et cetera.

The project is scheduled for the June 15, 1967 letting at an estimated cost of $71,300. It is on the approved beautification program to be financed with 100 percent federal funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
H. S. Cox
L. H. Young
R. D. Asburry

mm jw

RECEIVED
MAR 7 - 1967
FOR FILING
LSF 47(2)
PE 29

March 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Beautification (PE) Project, Item 28, Project LSF-47(2) which we desire to have included in the Federal-Aid Highway Landscaping and Scenic Enhancement Program as set forth in the "Beautification Act of 1965".

We hereby request your authorization to proceed with all phases of Preliminary Engineering.

It is our present intention to add the construction phase by PR-9 as soon as complete PS & E documents can be submitted for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21)(65): SR 22 Salem City Limits NE 1.02 Mi.

ADT — PRESENT: 12,500 — FUTURE: 18,300 (66)(70) — YEAR: 87 (71)(72)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28)(62): Preliminary Engineering — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

CARD 4 — CLASS OF FEDERAL FUNDS: Landscaping and Scenic Enhancement — COUNTY NAME: Polk

NAME OF URBAN AREA (17-31): Salem — ROUTE NO. F — FEDERAL-AID: 47

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)
1	(14-18)	(16)	41	42	43 46	53				
5					PE		SR 22 Salem City Limits NE 1.02 mi. /Salem (Edgewater St.) Section/		1,000	1,000
5					ROW					
5					CONST (CODE)				(60,000)	
								1.02	1,000	1,000

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		12,500 (66)	18,300 (70)	87 (71) (72)	08	Oregon	35 (2) (3)	667 (4) (9)	28 (14) (16)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	LSF- 14 23	47(2) 7 13		(24) (26)	27

ement	COUNTY NAME	CODE
	Polk	053 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
F	47 (32)	30 (36) (37)	(41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
	1,000	1,000			Preliminary Engineering Incl. PS & E prep. (Future planting of trees, shrubs and vines, topsoil, lawn constr. & irrigation system).
	(60,000)				
1.02	1,000	1,000			
	(16) (23)	(24) (33)			

REMARKS Additional Data - Item 24, Project LSF-47(1)

For PR-37B: on R/W -1; R.W.-F; Hwy. - 4 Lane.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
MAR 6 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 2, 1967

RECEIVED
MAR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Douglas W. Ayres
City Administrator
City Hall
Salem, Oregon

Dear Sir:

Pursuant to previous correspondence and prior meetings between City and State officials regarding the "Beautification and Landscaping" of the median between Edgewater Street (Salem-Dayton Highway) and the Willamina-Salem Highway (ORE 22), there is enclosed copies of a proposed agreement pertaining to this matter.

Please consider the contents of the document and present to the City Council for their approval at your earliest opportunity, and if approval is received return three executed copies to this office for presentation to the Highway Commission for final approval.

The State has been authorized the right to proceed with right of way acquisition with some stipulations, one of which is the agreement between City and State.

We trust this will meet with City approval and request your earliest consideration.

Under date of January 6, 1967, revised copies of the cooperative construction-finance agreement between City and State pertaining to the 25th Street-Airport Road Section of Silver Creek Falls Highway (ORE 22) were forwarded to City for consideration and approval. This proposed project is tentatively set for the May bid letting and we would like to know City's position as to what action they have undertaken on this matter.

Very Truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox
H. S. Cox
County and City Engineer

DHS:mr
Encl.
cc: E. T. VanLeuvener
Director of Public Works
H. H. Astrup
cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry (Att.)

RECEIVED
DEC 9 - 1966
FOR FILING

Form CD-121 (11-58) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

LSF-47(1)

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 6, 1966

In reply refer to: 08-35.EC/710.18
X-file: LSF-47(1)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Highway Landscape & Scenic Enhancement Program

Mr. Young's November 3, 1966 letter submitted support data for the inclusion of one project in the subject program. This stage 2 Right of Way (Scenic) project is approved effective today:

Item	Project	Location	Work
24	LSF-47(1)	Edgewater Road (Salem) Sec.	R/W-S

You are authorized to proceed with all phases of right of way including actual acquisition and relocation payments subject to the following:

1. Execution of a City-State agreement that provides for the adjacent city-owned parcels to be retained for exclusive scenic use as governed by the Highway Beautification Act of 1965, and that they shall maintain their parcels in a suitable manner.

2. You are reminded that pursuant to paragraph 8e of PPM 21-4.6 the use of eminent domain for the residence is prohibited, however this prohibition does not eliminate possible negotiation.

3. If acquisition costs of the service station exceed the preliminary cost estimate, concurrence of Public Roads should be secured before final purchase.

NOTED
E. R. KABOE

This action provides for program approval and authorization for Scenic Right of Way acquisition at a total estimated cost of $28,900, all of which is reserved and obligated as Federal funds.

12-8-66
REFERRED TO
Young - Morgan - Lof - Astrup
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 7 - 1966
FOR FILING
LSF-47(1)
7639

November 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 24, Project LSF-47(1) which we desire to have included in the Federal Aid Highway Landscape and Scenic Enhancement Program as set forth in the "Beautification Act" of 1965.

We are also enclosing two copies of sketch map showing, as outlined in red, the properties involved and a copy of Mr. Moehring's Memo of October 31, 1966 setting forth the estimated and supporting data.

We hereby request your authorization to proceed with all phases of the right-of-way acquisition.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT		(66) (70)	86 (71) (72)	08	Oregon	35 (2) (3)	667 (4) (9)	24 (14) (18)

JFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	14 29	ISF- 47(1) 7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
Enhancement	Polk	053 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	47 (32)	30 (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Right-of-way purchase incl. incidentals and asst. to displ. pers. (For future ldscp. project to provide scenic beauty adjac. to the highway.)
	28,900	28,900			
					ROW-150' Min.; Access Control-Full; Parking Restrictions-Complete
0.8	28,900	28,900			
	(16) (23)	(24) (33)			

REMARKS

Additional data see Items 114 and 123, Projects U-322(4) and U-322(5). This project is in accordance with the "Highway Beautification Act of 1965". Assistance to displaced persons: One family - $200. Info for PR-37B: Off ROW-2; ROW-F; Acres-0.51; Front Footage-390'.

USCOMM DUSCOMM-DC 48905-P61

LSF-47(3) Independence Jct.-W. Salem 1967
Sec. of Willamina-Salem Hwy.
#7040 (Rdside. Imp.)

STATE COPY

Monthly transaction number 2-20	FOR PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Polk
Modification number 1		Project number I-SF-47(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 124,510	$ 126,319
Federal funds	$ 124,510.00	$ 125,362.26
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of July, 19 69.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. C. Backlund
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-51		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5 7040	*(PPM 21-7)* 7-24-67	Polk
		PROJECT NO. IBF-47(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22 Independence Jct. E. 3.46 mi.
Independence Jct.-West Salem Section of Willamina-Salem Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 124,510	$ 124,510.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. LSF-47(3)

INDEPENDENCE JCT.-W. SALEM SECTION OF

THE WILLAMINA-SALEM HWY. IN POLK COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code P.E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code Y003
Roadside Improvement (Sta. 1090+90 to Sta. 1280+00)(Contract No. 7040)

Furnishing and Placing Topsoil	4,240 cu.yd.	$ 2.50	$ 10,600.00
Motor Grader	90 hour	25.00	2,250.00
Loader	90 hour	25.00	2,250.00
Trucks	180 hour	12.75	2,295.00
Jackhammer	10 hour	15.00	150.00
Laborers	260 hour	5.00	1,300.00
12-inch Culvert Pipe	150 lin.ft.	5.75	862.50
Concrete Manholes	2 only	275.00	550.00
Concrete Inlets, Type G-2	3 only	275.00	825.00
Adjusting Manholes	1 only	150.00	150.00
Adjusting Inlets	2 only	100.00	200.00
A.C. Concrete Walks	3,160 sq.yd.	3.50	11,060.00
Furnishing and Planting Trees	270 only	15.00	4,050.00
Furnishing and Planting Shrubs	11,700 only	3.65	42,705.00
Furnishing and Planting Vines, Ivy	33,300 only	0.40	13,320.00
Furnishing and Planting Vines, Bearberry	870 only	0.60	522.00
Furnishing and Planting Vines, Swordfern	350 only	3.75	1,312.50
Inorganic Fertilizer, 10-16-8	66 cwt.	8.00	528.00
Organic Fertilizer, 5-3-2	44 cwt.	8.00	352.00
Manure Fertilizer	250 cu.yd.	10.00	2,500.00
Mulch	12 acre	1,200.00	14,400.00
			$112,182.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$112,282.00
	10% Engr. & Cont.		11,228.00
	Total		$123,510.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Preliminary Engineering -	$ 1,000.00
Roadside Improvement -	123,510.00
Total Federal Funds -	$124,510.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

INDEPENDENCE JCT.-W. SALEM SECTION

LSF-47(3)

STATE WORK

A.C. Conc. Walks	740 sq.yd.	$ 3.50	$2,590.00
Type Median Fence	58 rod	20.00	1,160.00
			$3,750.00

Oregon State Highway Department

Federal Aid
Project No. LSF-47(3)

INDEPENDENCE JCT.-W. SALEM SECTION OF THE

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

P.S. & E. Estimate

Salem, Oregon, May 1, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code Y003
Roadside Improvement (Sta. 1090+90 to Sta. 1280+00)

Furnishing and Placing Topsoil	4,240 cu.yds.	$ 3.50	$ 14,840.00
Motor Grader	90 hrs.	16.00	1,440.00
Loader	90 hrs.	20.00	1,800.00
Trucks	180 hrs.	15.00	2,700.00
Jackhammer	10 hrs.	15.00	150.00
Laborers	260 hrs.	6.00	1,560.00
12-inch Culvert Pipe	150 lin.ft.	4.00	600.00
Concrete Manholes	2 only	475.00	950.00
Concrete Inlets, Type C-2	3 only	150.00	450.00
Adjusting Manholes	1 only	100.00	100.00
Adjusting Inlets	2 only	50.00	100.00
A.C. Concrete Walks	3,900 sq.yds.	2.25	8,775.00
Type Median Fence	58 rods	8.00	464.00
Furnishing and Planting Trees	270 only	15.00	4,050.00
Furnishing and Planting Shrubs	11,700 only	4.00	46,800.00
Furnishing and Planting Vines, Ivy	33,300 only	0.40	13,320.00
Furnishing and Planting Vines, Bearberry	870 only	0.60	522.00
Furnishing and Planting Vines, Sword Fern	350 only	2.60	910.00
Inorganic Fertilizer, 10-16-8	66 cwt.	8.00	528.00
Organic Fertilizer, 5-3-2	44 cwt.	8.00	352.00
Manure Fertilizer	250 cu.yds.	8.00	2,000.00
Mulch	12 acres	400.00	4,800.00
			$107,211.00
Flagging (57'% of Contractor's Cost)	All Required		$ 100.00
			$ 100.00
	Subtotal		$107,311.00
	10% Engr. & Cont.		10,731.00
	Total		$117,942.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Preliminary Engineering -	$ 1,000.00
Roadside Improvement -	117,942.00
Total Federal Funds	$118,942.00

RECEIVED
MAR 21 1969
FOR FILE
LSF-47(3)
7040

March 21, 1969

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7040 awarded to Aichele Landscaping, Inc., for roadside improvement on the Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County was completed on January 10, 1968, and accepted by the Highway Commission on March 20, 1969.

Final payment in the amount of $5,877.60 will be released to the contractor after March 28, 1969. The total contract amount is $113,568.41 including $2,709.88 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Harr

RECEIVED
MAR 21 1969
FOR FILES

LSF-47(2)
1040

March 20, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 10, 1969, on Contract No. 7040. The contract was with Aichele Landscaping, Inc., and was for roadside improvement on the Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 20, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
D. J. Barbee
F. D. Morgan
L. H. Young
R. D. Asburry

srb sr

STATE COPY

MAR 11 1969

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7040
Prefix 27-0903
FAP LSF-47(3)

Dear Sir:

The replacement planting work under Contract No. 7040, Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County, was completed January 15, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date FEB 1 1 1969

Conditions noted on above date:

Recommend acceptance.

LPR:

JK:fw
to: Forrest Cooper
F. D. Morgan

R. E. Simpson
Division Engineer

RECEIVED
MAR 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form F-[illegible] 6M

3
1 F-47(3)
7040

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement if additional funds are [illegible]
Date MAR 2 [illegible]
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Independence Jct.-West Salem Date March 4, 1968

Highway Willamina-Salem Contract No. 7040

County Polk Prefix 27-0903

Contractor Aichele Landscaping, Inc. F. A. Project No. LSF-47(3)

Address 11360 S.E. Stevens Rd., Portland, Ore. 97266 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair water erosion damage in planting beds.

Location by station numbers:

Entire project.

NOTE
F. B. KLA

Estimate of quantities and cost:

Labor	$1,500.00
Materials	2,000.00
Total Cost	$3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Considerable damage has occurred to the planting beds during the last two major rainstorms. Numerous pop-out slides are occurring in the cut sections, some fill sections are subsiding and several areas have developed live springs of running water. Also, surface water from outside the project, is running over the cut slopes, causing erosion. Work will consist of installing perforated pipe drains, constructing diversion ditches, adding one catch basin, removing and resetting plants and adding topsoil and mulch.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$130,536.00	
Present estimate of project cost, including $3,500.00 for work under this order	$127,861.20	
Expected under-run amount	$2,674.80	
Expected under-run per cent	2.2	

Submitted by: /s/ E. J. Hall
E. J. Hall, Resident Engineer

Approval Recommended: /s/ John A. Pond for Construction Engineer or

Approval Recommended: /s/ R. D. Asburry, Division Engineer
young 3-26-68

Approved: /s/ L. H. Young

RECEIVED
MAR 26 1968
OFFICE OF

734

LSF-47(3)
7040

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: INDEPENDENCE JUNCTION WEST SALEM SECTION		WEEK ENDING: February 10, 1968 SECTION PREFIX: 27-0903
HIGHWAY: Willamina - Salem		COUNTY: Polk
NAME OF JOB: Independence Jct. - West Salem	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7040	FEDERAL AID PROJECT NUMBER: LSF-47(3)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: September 3, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 177
PROJECT AUTHORIZATION: $ 130,536.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98
EXCLUSIVE OF ENGINEERING: $ 121,253.44	ENGINEERING AUTHORIZATION $ 9,282.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 111,361.20	ENGINEERING COST TO DATE $ 12,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 133 %	DATE PROJECT WAS COMPLETED: 1/10/68 Semi-final was submitted on Feb. 9, 1968.

Cost this week 110.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			Routing
MONDAY	"			Decker, Bond, Barbee, Walker, Morelock, Trout, Scott, Wills, Litchfield, Olson
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

RECEIVED
CONSTRUCTION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was turned into Division Office on Friday, Feb. 9.

F I N AL R E P OR T

SIGNED E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP17218

RECEIVED
[illegible]
Portland
L F-4 1(3)
7040

January 12, 1968

Mr. A. H. Iverson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Survey of Scotch Broom Eradication-Roadside Planting - 1-7 - 35-57- 05(25)01

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our noxious weed control program.

Although we consider our tree planting and piping specifications to be essentially correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our standard specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. b. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
L. a. Porter
F. D. Morgan
L. H. Young
Mark Astrup

MHA:de srb

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

LSF-47(3)

TO 7040 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

cc Klabo
Morgan - RID
Young

NOTED
L. B. KLABO

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

Neil Creek - California Line Section, I-5-1(66)00 - 6972
North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

LSF-47(3)

7140

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon, Attention: Mr. F. B. Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 11, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer, by R. M. Arenz, Acting Div Engr
Salem, Oregon

7039 7040

SUBJECT: Oregon Projects LSF-47(2) and LSF-47(3)
West Salem and Independence Junction - West Salem Sections
Willamina-Salem Highway
Inspection-in-Depth 35-67-IID(25)27

Attached is an inspection-in-depth report on Landscape Planting Procedures. This is part of a Statewide inspection-in-depth series.

We are pleased to note that no significant deficiencies were found. We wish to compliment your Landscape Department and project personnel, for it is through their diligent efforts that inspection-in-depth reports such as this are possible.

Enclosure
Report

12-14-67
REFERRED TO
Astrup - Morgan
[illegible] Hwy. Engr.
w/encs.
Good work!

NOTED
F. B. KLABOE

RECEIVED
DEC 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(REV. 10-66) BUREAU OF PUBLIC ROADS

Region (6) CONSTRUCTION INSPECTION-IN-DEPTH REPORT
Wash DC (PPM 20-6.1)
Mile 439

(Check appropriate box) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Polk	LSF-47(2), LSF-47(3)

DATE OF INSPECTION	PHASE(S) INSPECTED
12-27-67	Landscape Planting

INSPECTION MADE BY	IN COMPANY WITH
C. T. Christiansen, Area Engr C. K. Rossner, Area Engr L. P. Dana, Asst Area Engr I. M. Chrushin, Engr Trainee	E. J. Hall, Res Engr Don Beacroft, Jr Res Engr E. A. Meola, Asst Landscape Architect J. F. Svinth, Agronomist

REPORT PREPARED BY
C. T. Christiansen, Area Engr *C. T. Christiansen*

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Landscape Planting

CONTRACTOR (Name and address)	CONTRACT AMOUNT
LSF-47(2) All City Tree & Landscape Service, Portland, Oregon LSF-47(3) Michels Landscaping Inc., Gresham, Oregon	$ see below
	PROJECT STATUS (% comp.) see below

LOCATION
Both projects are on State Route 22 (MAP 47)
LSF-47(4) Edgewater Street Interchange to West City Limits (Salem)
LSF-47(3) Norwood Street (Salem) to Independence Junction

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Note: This is part of a Statewide Inspection-in-Depth.
Contract Amount: LSF-47(2) $73,834.50
LSF-47(3) $115,932.00
Project Status: LSF-47(2) 85 percent complete
LSF-47(3) 40 percent complete

WEST SALEM SECTION
INDEPENDENCE JUNCTION - WEST SALEM SECTION
WILLAMETTA - SALEM EXCHANGE
Roadside Improvement

SUMMARY OF FINDINGS

Project procedures and construction operations were considered to be highly satisfactory. The project records contained adequate evidence of compliance with governing contract specifications and provisions.

RECOMMENDATIONS

The Resident Engineer and his staff should be commended for the excellent manner in which they have conducted their duties on these projects to date.

(more)

EDITION OF (6-64) IS USABLE

Since no significant deficiencies were noted, no follow-up action is considered necessary.

Detailed Report of Inspection:

This inspection involved a full review of engineering and construction operations in connection with landscape planting on the two projects indicated. These projects form nearly a continuous section on the same Federal-aid route in West Salem vicinity.

Materials were generally inspected in the field and project records pertinent to materials were reviewed in the resident engineer's office. The materials incorporated into the project to date were in substantial conformance with contract specifications as evidenced by project records and field inspection. Plant materials inspected were in a healthy condition with normal well-developed branch and cane systems. Out-of-State plants utilized on these projects have been certified by the State for use within its borders. All plants utilized on these projects have been nursery grown as evidenced by field inspection and nursery certification.

Plants and plant materials inspected in the field indicated that adequate precautions have been taken in protecting plants during handling and shipping. While only a limited number of balled plants were available for inspection, the balls were firm and unbroken. Project records contained the seed company certification indicating that grass seed conforms with the requirements of the Special Provisions.

A field review of construction operations indicated that the trees and shrubs were located in substantial conformance with planned requirements and dimensions. The 30-foot lateral clearance for safety purposes has been maintained.

A shrub planting operation was observed and it was noted that [illegible] care was being taken in tamping backfill material around plants assuring reasonable care in their installation to prevent root injury. Plants on this project were thoroughly settled by tamping of the backfill material to prevent air pockets. Had the material used for backfill been dry, it would have been necessary to use watering of the backfill material in addition to tamping. Both methods have been used on this project depending on weather and soil conditions.

All records maintained for accountability of materials were reviewed and found to indicate compliance with State procedures and contract specifications. It was noted that some of the items requiring manufacturer or supplier certifications were covered in the project records by notations that the original certification had been

(more)

forwarded to the Central Laboratory. It was recommended that copies of all certifications be maintained in the project files at the Resident Engineer's office throughout the duration of the project in order that no certification or report be overlooked in the inspection and installation of the materials. With this minor deficiency in mind, the set of records noted on this project was complete and accurate facilitating easy review and inspection. The latest monthly progress estimate was inspected and all materials paid for on that estimate were supported by laboratory test results and field inspection records or materials receipts supporting both the quantity and quality of materials paid for.

Traffic control on these projects was being conducted in a satisfactory manner; however, the construction as such does not interfere with normal traffic flow on this route.

Work sheets and guidelines are attached to the Division office copy of this report.

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Haaber
Holdx

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specifications for topsoil containg liquid limit and plastic limit requirements which have proved unworkable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 80M 9-63 49000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Horgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7058	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

RECEIVED
JUL 18 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-47(3)
Independence Junction - West Salem Section
Roadside Imrpovement

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 26, 1967 in the award of Contract No. 7040 to Aichele Landscaping, Inc., of Gresham, low bidder in the amount of $115,932.00 at the June 22, 1967 bid opening.

7-14-67

REFERRED TO

By Asst. State Hwy. Engr

NOTED

F. B. KLABOE
State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 30 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

(42-4703)
7040

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Aichele Landscaping, Inc.
11300 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7040 for the following project:

Roadside improvement on the Independence Junction-West Salem Section of the Willamina-Salem Highway in Polk County.

This award was based on your bid of $115,932 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant
Mark Astrup

RECEIVED
JUN 7 - 1967

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7040

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project LSF-47(3)
Independence Jct.-W. Salem Section
Roadside Improvement

6-6-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's May 3, 1967 request for approval of an individual project program change (PR-9) adding roadside improvement. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with relocation advisory assistance unnecessary and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports.

You are authorized to proceed with the contractor's flagging included in the estimate for $100.00.

The following items for this project will be non-participating:

1. AC sidewalk (Sta. 1106 to 1137 on left)

2. Median fence at Holman Park - 1175 to 1183+50 on left.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967
Section 520-A - Painted wood sign posts	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items previously accepted, Nonconcurrence by other appropriate public

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. P. KLABOE

recreational or historical resources authorities has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Attachment

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1967
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 201-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 22, 1967

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Federal Landscape and Scenic Enhancement Program

Mr. Young's March 13, 1967 letter requested inclusion of two items in the subject program. These Stage 2 Preliminary Engineering projects are approved effective today:

Item	Project	Location	Work
29	LSF-47(3)	Independence Jct-Salem	PE (future landscape)
30	LSF-1(1)	W. City Limits-St. Johns Bridge	PE (future landscape)

You are authorized to proceed with all phases of preliminary engineering effective today.

This approval and authorization is with the understanding that advancement of this program action to the construction phase must be concurrent with our approval of the P.S. & E.

This action provides for PE on 6.89 miles of primary highways for future landscaping for a total estimated cost of $1,500.00, all of which is reserved as Federal funds.

Morgan
w Young
Astrup
3-24-67

NOTED
F.B. KLABOE

RECEIVED
MAR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 14 1967
FOR FILING

L F-47(3)

7140

SS 7 47(3)

March 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Ind fol -
Sln. Lee

Dear Sir:

We are submitting program data for two Scenic Enhancement Projects (PE), Items Nos. 29 and 30, which we desire to have included in the Highway Landscaping and Scenic Enhancement Program as provided in the "Highway Beautification Act of 1965".

It is our present intention to add the construction phase by PE-9 as soon as P.S. and E. documents can be assembled.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65					ADT	PRESENT	FUTURE (68)–(70)	YEAR (71)
	1	SR 22 Independence Jct. E. 3.46 Mi.						9,400	17,900	86
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25–62			NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
	Preliminary Engineering									
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME	
	Landscape and Scenic Enhancement									
	NAME OF URBAN AREA 17-31								ROUTE NO. F	FEDERAL-AID 47

CARD 5	LINE NO. (14-15)	CHANGE CODE (15)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT CO FEDERAL FUNDS (67)–(76)
5					PE		SR 22 Independence Jct. E. 3.46 Mi. (Independence Jct.-Salem Section)	3.46	1,000	1,000
5					ROW					
5					CONST (CODE)				(110,000)	
								3.46	1,000	1,000

$16,40

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

mi. (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		9,400	17,900	86	08	Oregon	35	667	29

TE (68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
						LSF-	47(3)			

Enhancement	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Polk	053	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
F	47	30	

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
nce						P.E. including P.S. and E. preparation. (Future landscaping)
	3.46	1,000	1,000			
		(110,000)				ROW-150' Min.;Access Control-Partial; Park.Restrictions-Partial.
ECT LS	3.46	1,000	1,000			
	(118)	(23) (24)	(33)			

REMARKS

For PR-37B: On R/W-1; ROW-F; Hwy.-4 Lane.

USCOMM DUSCOMM-DC 48905-P61

INDEPENDENCE JCT.-SALEM SECTION

PROJECT LSF-47(3)

Existing Facility

Four 12' lanes high-type pavement with 10' shoulders and 16' median constructed in 1965-1966.

Adjacent Sections

East End: Project F-325(5).
West End: 2-11' lanes H.T. pave. with 6' shoulders.

Project Data

Preliminary engineering including P.S. and E. preparation for future landscaping project of scenic enhancement.

Note: It is our intention to add the construction phase by PR-9 as soon as P.S. and E. documents are available.

27-1117 Independence Jct.-W. Salem 1967
Slide Corr. Sec. of Willamina-
#7041 Salem Hwy. (Grading)

RECEIVED
DEC 26 1967
FOR FILING

27-1117

7041

December 26, 1967

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 7041 awarded to Richard Blickle, for grading on the Independence Jct.-West Salem Slide Correction Section of the Willamina-Salem Highway in Polk County was completed on October 26, 1967, and accepted by the Highway Commission on December 22, 1967.

Final payment in the amount of $8,221.63 will be released to the contractor after January 3, 1968. The total contract amount is $140,280.13 including $1,391.99 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Mr. Richard Blickle
2900 N. E. Stafford Street
Portland, Oregon 97211

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 22 1967
FOR FILING
27-1117
7041

December 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1967, on Contract No. 7041. The contract was with Richard Mickle and was for grading on the Independence Junction-West Salem Slide Correction section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 22, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

srb fn

Smith Hill Milton
12-26-67

RECEIVED
JAN 11 1968
FOR FILE
27-1117
7041

December 13, 1967

#7

Mr. Richard Hlickle
2900 N. E. Stafford Street
Portland, Oregon 97211

Dear Mr. Hlickle:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 7041 on the Independence Junction-West Salem Slide Correction Section of the Willamina-Salem Highway in Polk County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 11.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc R. D. Asburry
Arthur Duffy
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 27, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Independence Jct.-West Salem
Slide Correction Section
Willamina-Salem Highway
Contract 7041

We have received from Richard Blickle, contractor on the subject contract, the attached request for an additional 11 calendar days. The contractor's request is based on work added to the contract which could not be done until the contract work was completed.

This contract was awarded June 28, 1967, and the calendar day count started July 18, 1967, with 90 calendar days allowed. The contractor completed all of the contract work on October 14, and the 90 calendar days expired on October 15. The only remaining work which the contractor had to perform after the specified calendar days expired was work under Price Agreement No. 1. This price agreement involved resloping a cutbank in an unplanned area. This work required excavation in a haul road which was used to haul rock slope surfacing under the contract and, therefore, could not have been done prior to completion of the regular contract work.

Work under the price agreement was completed October 26, which is the completion date for the project. This is 11 calendar days in excess of the number allowed and represents $1,100 in liquidated damages based on the rate of $100 per day. We recommend that the calendar days be increased by 11 which will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
NOV 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7041 Contractor Richard Blickle

Highway Willamina - Salem

Section Independence Jct. - W. Salem Slide Correction

Kind of Work Grading

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED OR~~ GRANTED. The reasons for such recommendation are as follows:

All the excess time was incurred by additional work over that called for by the contract, and was done by price agreement.

Recommended for Approval:

R. D. Anthony
Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

M. K. Laboe
Assistant State Highway Engineer

Contract No.	7041
Project designation	State (State-Federal)
Date awarded	June 28, 1967
Work started	July 15, 1967
Per cent completed	100% October 26, 1967 (Date)
No. of ~~Workdays~~ Calender Days Allowed	90
No. of ~~Workdays~~ Calender Days Used	101
No. of Added ~~Workdays~~ Calender Days Requested	11

E—220 (Rev.)—SM—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 31, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 101 days, within which to complete our Contract No. 7042, without the assessment of liquidated damages. The said contract is described as follows: Independence Junction - West Salem Slide Correction.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: All contract work was completed by October 14, 1967, the specified completion date except for work under Price Agreement No. 1 and related clearing. This work was in addition to the original contract and could not be done until the other work was completed since it involved working in and obstructing the haul road that was used to bring in the Rock Slope Surfacing. The work on this part of PA No. 1 was started on October 16 and completed on October 26. We feel that the work was done as expeditiously as possible under the existing weather conditions.

Respectfully submitted,

Richard Blickle
Contractor

By Richard Blickle

CONSENT OF SURETY

Date November 2, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA

520 SW 6th Avenue, Portland, Oregon, **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. H. Melrose Jr. **Attorney-in-Fact**

(SEAL)

J. B. L. & K. CORPORATION **Resident Agent**

RECEIVED
NOV 30 1967
HIGHWAY ENGINEER

27-1117
7041

November 30, 1967

Oregon State Highway Commission

Request for Time Extension
No. 7
December 12, 1967 meeting

Gentlemen:

Richard Hickle, contractor on the Independence Junction-West Salem Slide Correction Section of the Willamina-Salem Highway in Polk County, Contract No. 7041, has requested an increase in the specified number of calendar days from 90 to 101. The contractor's request is based on extra work added to the contract.

The contractor completed all the regular contract work prior to the expiration of the specified number of calendar days. The only work which the contractor performed after the specified calendar days had expired involved resloping a cutbank in an unplanned area by price agreement. This work could not be performed until all of the contract work was completed because it involved excavation of a required haul road.

The contract was completed October 26, 1967. This was a state project.

I recommend that the calendar days be increased by 11 which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:nn:jes
Enc.
cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
R. D. Asburry
C. H. Maison

27-1117
7041

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Independence Jct. - West Salem Slide Correction		WEEK ENDING: November 11, 1967
		SECTION PREFIX: 27-1117
HIGHWAY: Willamina -Salem		COUNTY: Polk
NAME OF JOB: Independence Jct.- W. Salem Slide Corr.	KIND OF WORK: Grading	
CONTRACTOR: Richard Blickle	CONTRACT NUMBER: 7041	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 15.1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 101
PROJECT AUTHORIZATION: $ 174,299.06	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 112
EXCLUSIVE OF ENGINEERING: $ 161,904.46	ENGINEERING AUTHORIZATION: $ 12,394.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153,864.00	ENGINEERING COST TO DATE: $ 15,440.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION: 124 %	DATE PROJECT WAS COMPLETED: October 26, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Topsoil	Rock Slope Surfacing
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.09			0.09
MILES PARTIALLY COMPLETED	0.15	0.09			0.09
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43,500 C. Y.	2750 C.Y.			26,000
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	44,807 C.Y.	3,016 C.Y.			26,355 C.Y.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			Routing
MONDAY	"			Parker
TUESDAY	"			Bond
WEDNESDAY	Rain			Walker
THURSDAY	Rain			Swan
FRIDAY	"			
SATURDAY				

Routing — Parker — Bond — Barbee — Walker — Swan — Morelock — Scott — Wills — Litchfield — Olson — Clifford

RECEIVED
NOV 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Contractor removed the last of his equipment (acompressor)
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on project completed October 26. Contractor completed cleanup and removal of equipment Wednesday November 8, 1967.

We will submit the semi-final estimate by Wednesday next.

FINAL REPORT

SIGNED Arthur Duffy LOCATION Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

A

FORM B-121

RECEIVED
JUN 30 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

29-117
11-11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 29, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Richard Blickle
2900 N. E. Stafford Street
Portland, Oregon 97211

Dear Mr. Blickle:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7041 for the following project:

Grading on the Independence Junction-West Salem Slide Correction Section of the Willamina-Salem Highway in Polk County.

This award was based on your bid of $142,432.50 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

RECEIVED
JUN 12 1967

FOR FILING

27-1114

7041

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 12, 1967

To: MEMO TO THE FILE

SUBJECT: Ben Maxwell Property
Independence Junction-
West Salem Section
Willamina-Salem Highway

A Mr. Ben Maxwell, who resides at 3760 Dallas Road, N. W. in Salem (telephone 363-9776) visited me June 5 and complained about the lack of communication between him and the State Highway Department. His specific complaints were:

1. The State had not replaced a property corner which served to mark the line between Holman State Park and his property as they had promised. He was desirous of having this corner replaced as soon as possible, and I have been assured by the Division Office that they will replace it sometime prior to June 13. I advised Mr. Maxwell of this fact and he was satisfied.

2. His second complaint concerned damage to an approximate 15-acre parcel owned by the Maxwell family and lying north of the Salem-Dallas Highway adjacent to the Holman Wayside area. I have checked into this matter and have determined that we will purchase all of the property from Mr. Maxwell.

Mr. Oakes assures me that he will push this matter as hard as he can and try to clean it up in the near future. I, in turn, have advised Mr. Maxwell of this procedure and asked him to contact me again in three weeks if no progress has been made on it.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. D. Morgan
John Oakes
R. D. Asburry

7-1482
F.B Klaboe

FORM E-30X—50M—7-66 SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1967

To: Mr. F. D. Morgan
Construction Engineer
Department

SUBJECT: Ben Maxwell Property
Independence Junction-West Salem Section
Willamina-Salem Highway

Investigating the complaints that Mr. Maxwell brought forth in his recent meeting with Mr. Klaboe, I find the following:

Right of way descriptions have been prepared and presently appraisals are being made for acquiring Mr. Maxwell's property on the northerly side of the highway which has been effected by the slide. The right of way description includes the entire parcel though some of the parcel is above the slide area and has not been damaged as yet.

Mr. Maxwell should be contacted by some member of the Right of Way Department in the very near future regarding this matter.

The property corner Mr. Maxwell referred to was a point at the intersection of the property line between Maxwell and Holman Park and our right of way line. Said point was completely destroyed by the slide and Mr. Maxwell desired that this point be re-established so that he could determine his property line southerly of the railroad line which is an extension of the property line northerly of the highway between Mr. Maxwell and Holman Park.

Resident Engineer Duffy has contacted Mr. Maxwell regarding this matter and has assured me that he will get this matter resolved.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA/bir
cc: Art Duffy
cc: Bethel Benner

Morgan
Durbin
Bond
Barbon
Walker
Olson
Swan

RECEIVED
1967
CONSTRUCTION

Pe
Mc

Rogers Screen Cabinet

Ben Maxwell 363-9776 (3760 Dallas Road)

Restore S.W. cor of Bay Lot 901 destroyed during const.

Remove timber from his 15 acres and never paid for. Created Slick condition on same 15 acres. Lic Crawford as his attorney.

B/up

6-9

RECEIVED
JUN 2 - 1967
FOR FILING

27-1111
7041

June 2, 1967

Oregon State Highway Commission

Gentlemen:

We have completed the survey on the Independence Junction-West Salem Slide Correction Section of the Willamina-Salem Highway in Polk County. This work was approved on the 1967 State Construction Program in the amount of $100,000.

Based upon the detailed survey, it is now found that the cost of the job will be $225,000. Chairman Jackson on June 1, approved the increase and directed us to add the needed $125,000 to the current State Construction Program. Bids will be taken June 22.

This matter will be on the agenda for confirmation at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F.B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

BG:jr jw

RECEIVED
MAR 13 1967

27-1117
9341

March 10, 1967

Oregon State Highway Commission

Gentlemen:

A slide has developed on the Willamina-Salem Highway easterly of Holman State Park at approximately M.P. 22.3 in Polk County. It is desirous to make the corrections on this slide during the present construction season. The estimated construction for this slide correction is $100,000.

I request your approval for placing this project on the current State Construction Program.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
R. D. Asburry

BG:fp cm

127-1116 Polk Sta.-Dallas Sec. of Kings 1967
Valley Hwy. (Paving)
#7042

7012
127-1116

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1973

7042

SUBJECT: Polk Station-Dallas Section
Kings Valley Highway

To:
A. E. Johnson
Deputy State Highway Engineer

B u i l d i n g

Attached is a copy of a report prepared by Resident Engineer, Ed Hall, a number of years ago. The report is an explanation of the open graded plant mix seal which was used on the Polk Station-Dallas Section of the Kings Valley Highway in 1967. We inspected this section last Friday.

The quantities and costs on this project were:

Plant mix seal, 2,150 tons @ $7.95/ton.
Class "B" asphaltic concrete 10,870 tons @ $6.70/ton.
Class "C" asphaltic concrete 1,000 tons @ $7.15/ton.

In 1971, the Multnomah County Line - East Cascade Locks Section of I-80N was paved with a plant mix seal. A total of 7,700 tons was placed at $11.50/ton, plus 540 tons of asphalt in the mix at $33.00/ton.

On both projects, we appear to have paid a premium for the seal coat. I have not inspected the Cascade Locks project; however, if it looks as good as the Dallas project, I would certainly recommend paying of the premium price. The higher asphaltic content appears to have given the surface an added element of protection from the weather. The larger sized open graded aggregate has provided a good non-skid wearing surface.

RECEIVED
STATE HWY ENGR
JUL 31 73
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

D. H. Moehring
Maintenance Engineer

DHM:mp

Attachment

NOTED
A. E. JOHNSON

RESIDENT ENGINEER'S NARRATIVE

POLK STATION - DALLAS SECTION

Kings Valley Highway

Polk County

Work under this contract consisted of construction of 2.59 miles of stone shoulders and asphalt concrete pavement on an existing secondary highway, FAS 190, which runs southerly from the Willamina - Salem Highway to the town of Dallas.

The existing highway was constructed in 1963 with two eleven foot lanes and four foot rock shoulders. Total surfacing was 13-3/4 inches including the Type O-11 oil mat wearing surface. Under this contract the section was widened to twelve foot wide driving lanes with four foot wide paved shoulders.

Existing rock shoulders were widened and brought up with 3/4"-0 material to match the oil mat and the side slopes re-shaped. The full width roadbed of thirty-two feet was then primed using 120-150 asphalt, applied at the rate of approximately 0.30 gallon per square yard on the rock shoulders and at the rate of about 0.15 gallon per square yard on the oil mat. 1/2"-1/4" aggregate was used for cover. The binder was re-rolled the second day but required no further maintenance. The condition of the completed binder was considered very good.

A three line profile over the existing oil mat showed serious distortion of the surface, both horizontally and laterally. Approximately 1,000 tons of Class "C" A.C. were used in patching out the lowest areas, all of which was placed with the paving machine. The patching was done full width where required so as to match the binder width and eliminate any shoulder rock being placed on the binder course.

Special provisions of this contract permitted the contractor to place the Class "B" A.C. in one layer of 3-1/2 inch thickness. The paving machine, a late model Barber Greene, was widened to lay sixteen feet in one pass with a slope break at twelve foot which gave the proper slope for the typical section. Paving full depth of 3-1/2 inches was then done in the south bound lane for about two miles. The finished surface was irregular and not up to normal standards. It appeared the machine was operating overloaded as it was necessary for the operator to stop the machine about every five or six feet and auger material out to each end of the machine. This continual stopping

and starting apparently was producing the wavy sections due to the automatic controls adjusting the screed slightly each time the machine stopped and started.

The balance of the Class "B" paving was placed in two lifts, sixteen feet wide and no further trouble was encountered. The writer and the contractor both believe that this particular model paving machine would do satisfactory work paving 3-1/2 inches in thickness if set at the machines designed width of ten or twelve feet instead of sixteen feet.

The breakdown rolling was done with a self-propelled pneumatic tired roller and final finishing with two tandem rollers. Compaction was obtained on the full depth material with only the normal amount of rolling.

Prior to placing the seal coat, the side slopes were shaped and brought to grade and the project cleaned and dressed up throughout. This work was done at this time so as to eliminate dumping rock on the seal coat and to prevent equipment wheel marks in the seal coat.

A plant-mix seal coat of non-skid asphaltic concrete was placed on this project. The design mix consisted of aggregate 100% passing the 1/2-inch screen and 14% passing the #10 screen. The quantity of 1/2"-#10 was about equally divided on each side of the 1/4 sieve. As the aggregate contained only about 1.5% dust, one per cent cement was added. Asphalt content was set tentatively at 8% and later reduced to 7.5%.

Placing of the material started on the Dallas end of the northbound lane and was completed on the Dallas end of the southbound lane.

The following items were noted:

1. Very little compaction takes place under the breakdown roller so a setting of 3/4 inches plus was used for setting the screed as the plans called for 3/4 inches finished depth. Tandem rollers were used for breakdown and finish rolling. One pass for breakdown and one pass for finishing was approximately all that was required. Due to the open mix, overrolling will start crushing the aggregate.

2. Paving started using a temperature of 320°F at the plant and 290°F at the paving machine. At this temperature, asphalt drained from the mix and collected in the bottom of the trucks, resulting in some of the last portions of the load having an extremely high asphalt content. This material, when placed, caused flushed spots in the pavement. It was thought at first that these spots could be burned but it was found that the only cure was to completely remove the undesirable material prior to breakdown rolling. The temperature was lowered to about 290°F at the plant and the mix placed on the street at about 250° - 270°F. At this temperature there was only

a minor amount of high asphalt content material going through the machine and there was no more trouble with flushed areas.

3. The paving started using a thirty foot long ski for grade control. However, because the automatic control would cause the machine to lay the mix overdepth in some areas and drag the screed in others, the ski was removed and the screed operated manually so as to maintain the required 3/4-inch thickness.

4. Some crusting of the loads occurred due to the long haul but this did not become serious. Due to the fact that the temperature must be kept down to prevent asphalt drainage in the trucks, it would be best on long hauls to use truck covers, at least in the early morning and late evenings.

5. The lift was feathered to meet driveways and intersecting roads by raking out the major portion of the 1/2-inch material. Not enough care was taken to get all of the 1/2-inch material raked out on some of the transverse joints and a slight hump occurred due to overlapping. A squared off, papered joint or else more care in the feathering work would cure this problem.

61 The project was to end approximately 500 feet northerly of the intersection of Ellendale Avenue and the Dallas-Rickreall Highway in Dallas. This 500 foot section of pavement was an old oil mat in very poor condition. Permission was obtained from the Division to place the seal over this section. As this section had not been overlaid with the Class "B" mix, the surface was quite irregular. The automatic controls were still being used so the seal coat averages from one to two inches in thickness in this particular section. It is possible that the asphalt may flush to the top in this area due to placing the seal coat in excessive depth over an old oil mat.

The general appearance of the seal coat is good and the project gives a good ride. The traction, both at high speeds on the curves and for stopping is excellent. It was thought that there would be some minor sound difference in the car when driving over this seal coat but there is no appreciable difference to the writer.

Seventeen calendar days were used to complete the project. The contract required that all work be completed in sixty calendar days.

Total project cost was $119,856.00 which is an approximate underrun of 4-1/2 percent.

cc Glenn Hosmer
9-13-67
am

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF OVERRUNS AND UNDERRUNS

Section	- Polk Station - Dallas	Contract	- 7042
Highway	- Kings Valley	Prefix	- 127-1116
Contractor	- Salem Road & Driveway Co.	Fed. Aid. No.	- State

Contract Amount	- $111,102.00	Contract Amount	- $104,101.42	Underrun	- 6.3%
Anticipated Items	- 500.00	Anticipated Items	- 1,223.54	Overrun	+ 145%
Contingencies	- 5,022.09	Contingencies	- 5,022.09	(Remaining)	
Engineering	- 8,928.16	Engineering	- 8,000.00	(To date)	
Total Authorized	- $125,552.25	Total Cost	- $119,856.78	Underrun	- 4.5%

Explanation of Overruns and Underruns

1.	Preparation of Old Roadbed	Specified - 2.59 Miles Final - 2.59 "
2.	3/4"-0 Material in Base Additional material required in restoring side slopes so as to avoid any dropoff at the edge of the new pavement.	Specified - 1,170 Cu.Yd. Final - 1,904 " Overrun 63%
3.	1/2"-1/4" Aggregate in Prime Coat	Specified - 400 Cu.Yd. Final - 374 " Underrun 6.5%
4.	120-150 Asphalt in Prime Coat	Specified - 40 Ton Final - 39.9 " Underrun 0.3%
5.	Asphalt in Tack Coat Only minor amount of tack coat required due to dry, warm weather.	Specified - 4 Ton Final - 0.467 " Underrun 88%
6.	Class "B" Asphalt Concrete	Specified - 10,870 Ton Final - 10,173.26 Underrun 6.4%
7.	Class "C" Asphalt Concrete	Specified - 1,000 Ton Final - 1,081.91 Overrun 8.2%
8.	Plant-Mixed Seal Coat Contract quantities estimated on basis of Class "B" mix using a specific gravity of 2.70. However, due to the extremely open graded mix and the fact that little or no compaction took place under the rollers, the actual quantity required underrun the estimate considerably.	Specified - 2,150 Ton Final - 1,495.04 Underrun 30.5%

9. Adjusting Boxes	Specified - 1 Final - 1	Each "
10. Extra for Asphalt Concrete Approaches	Specified - 40 Final - 37 Underrun 7.5%	Each "
11. Setting Mail Box Posts Allowance not required.	Specified - 10 Final - 8 Underrun 20%	Each "

Anticipated Items

Flagging (Extra Work Order No. 2)	Authorized - $500.00 Final - 1,223.54 Overrun 145%

Contingencies

Furnish and Maintain Guide Signs (Extra Work Oder No. 1) Signs required to guide and direct traffic through new construction.	Final - $240.75
Adjust Manholes (Extra Work Order No. 3) Necessary to adjust manholes to match new grade due to paving overlay.	Final - $150.82
Watering (Price Agreement No. 1) Water needed for preparation and compaction of bases and surfacing.	Final - $190.00
Engineering $8,000.00 have been expended to date and it is not anticipated that it will overrun.	Authorized - $8,928.16 Final - ?

Sketch Map

Scale 0 1 2 3,000 Feet

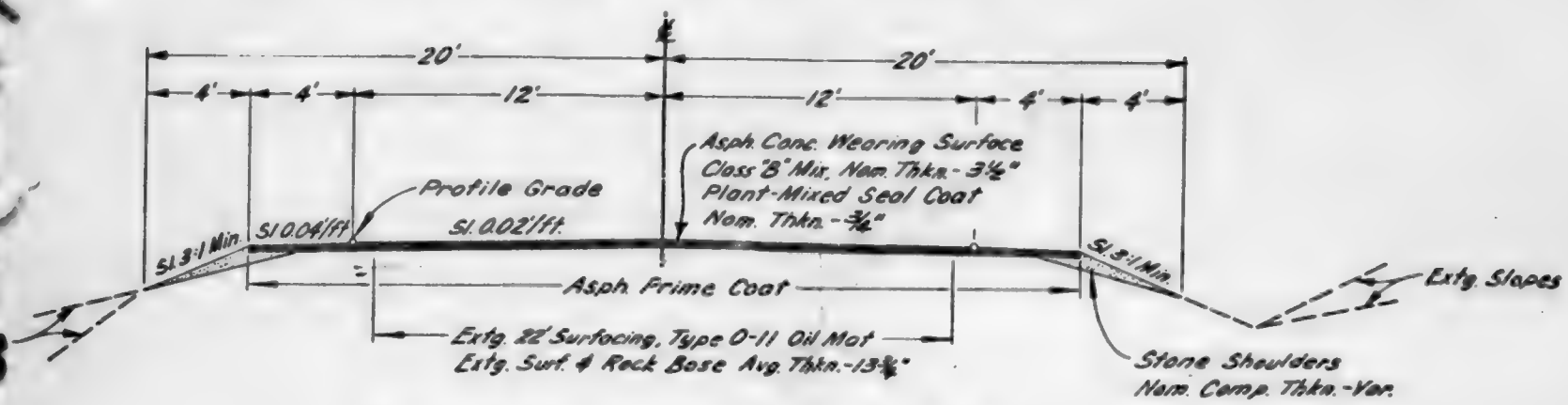
Extg. Slopes

9V-196

Overall Length of Project 2.59 Mile
To Be Accompanied By Drg. No. 2051

OREGON STATE HIGHWAY DEPARTMENT — PAVING				SHEET No.
POLK STATION-DALLAS SECTION KINGS VALLEY HIGHWAY POLK COUNTY				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	JUNE, 1967	1

TYPICAL SECTION



STA. 0+30.41 to STA. 136+84.52

Remove & Reinstall 8 Mailboxes.
Adjust 1 Monument Box (Sta. 135+84 Lt.).
Construct 37 Paved Approaches.

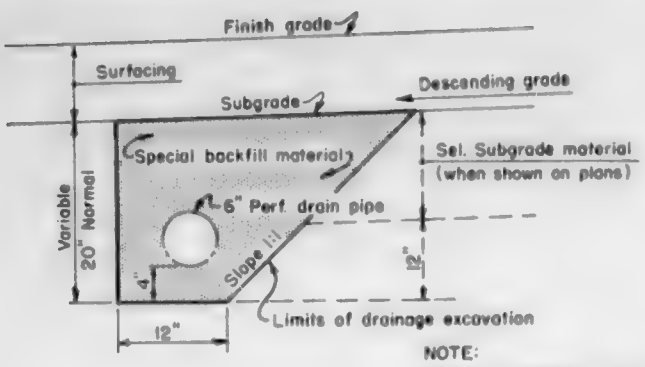
SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Preparation of Old Roadbed	Mile	2.59		2.59
¾"-0 Material in Base	Cu. Yd.	1063	107	1170
½"-¼" Aggregate in Prime Coat	Cu. Yd.	362	38	400
120-150 Asphalt in Prime Coat	Ton	37	3	40
Asphalt in Tack Coat	Ton	3	1	4
Class "B" Asphalt Concrete	Ton	9882	988	10870
Class "C" Asphalt Concrete	Ton	910	90	1000
Plant-Mixed Seal Coat	Ton	2031	119	2150
Adjusting Boxes	One	1		1
Extra For A.C. Concrete Approoches	One	37	3	40
Setting Mail Box Posts	One	8	2	10

Hansen-Ulmer

Rev.

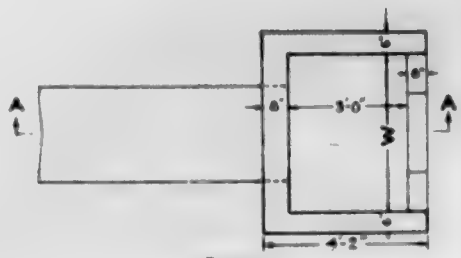
SUBGRADE CUT-OFF TRENCH



SECTION

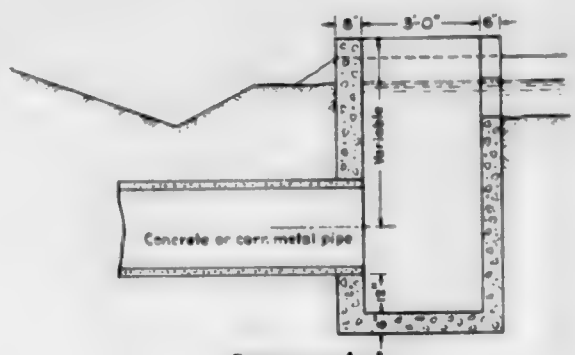
NOTE:
Normal geographic area of installations to be west of the summit of the Cascade Mountains.

SIPHON BOX

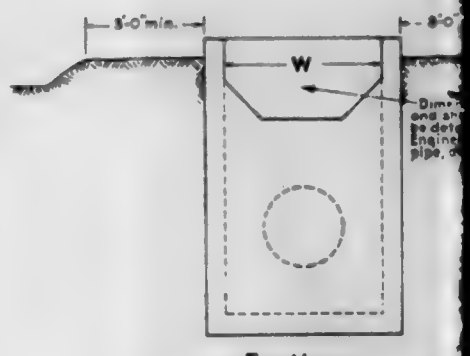


PLAN

NOTE:
All concrete to be "Class A"

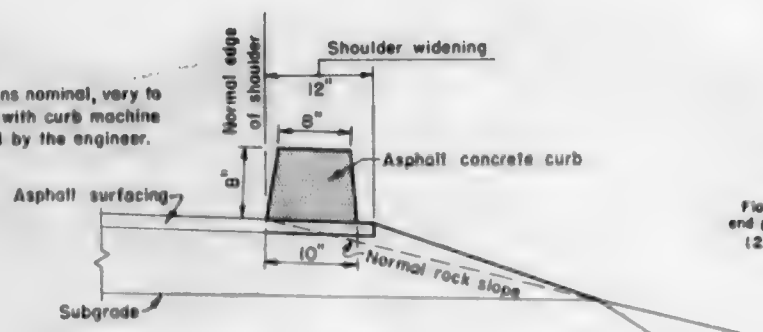


SECTION A-A



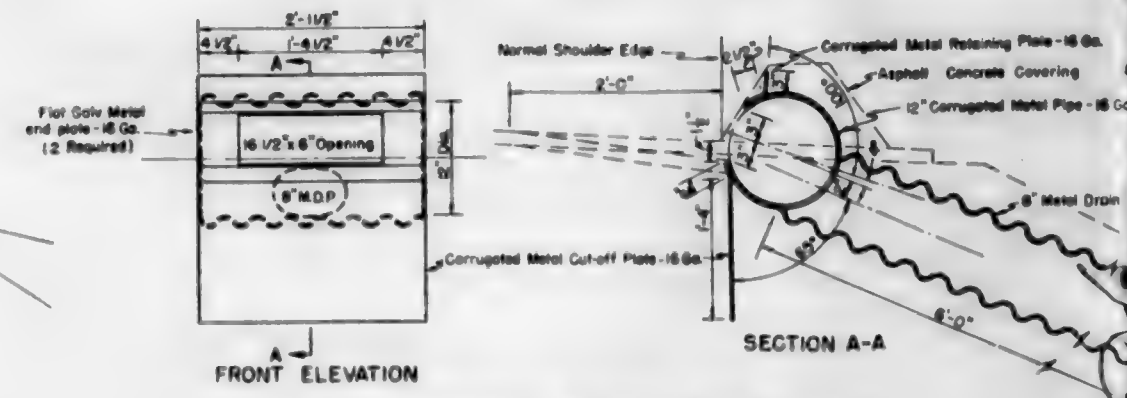
END VIEW

NOTE:
Dimensions nominal, vary to conform with curb machine approved by the engineer.



SECTION

ASPHALT CONCRETE CURB



FRONT ELEVATION

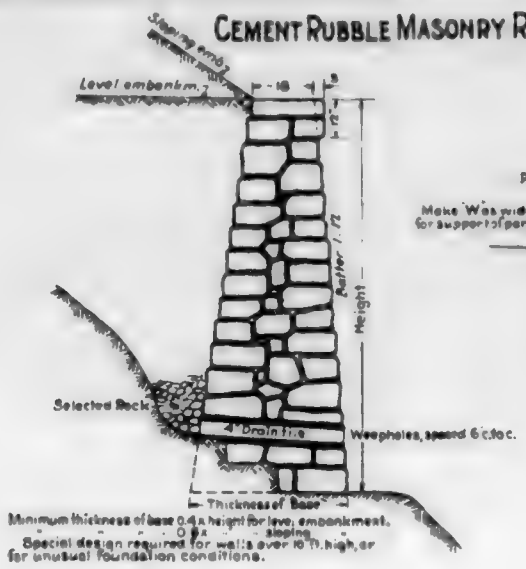
SECTION A-A

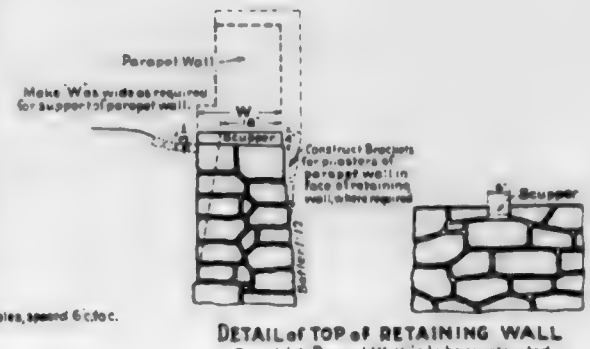
CORRUGATED METAL CATCH INLET

Index No. 4 – 1 – 1

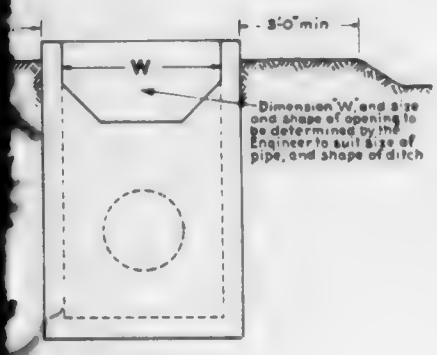
TE:
concrete to be "Class A"

CEMENT RUBBLE MASONRY RETAINING WALL


Sloping ends
Level embankment
Batter 1:12
Height
Selected Rock
4" Drain Tile
Weepholes, spaced 6' c. to c.
Thickness of Base
Minimum thickness of base 0.4 x height for level embankment.
0.8 x height for sloping embankment.
Special design required for walls over 10 ft. high, or for unusual foundation conditions.

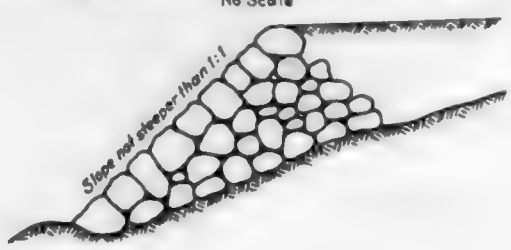

Parapet Wall
Make W as wide as required for support of parapet wall.
W
Scupper
Construct Brackets for pilasters of parapet wall in face of retaining wall, where required
Batter 1:12
Scupper
Where parapet wall is to be constructed on top of retaining wall, Scuppers as shown shall be built into retaining wall, spaced about 50'c to c. Coping to be omitted

DETAIL of TOP of RETAINING WALL
On which Parapet Wall is to be constructed

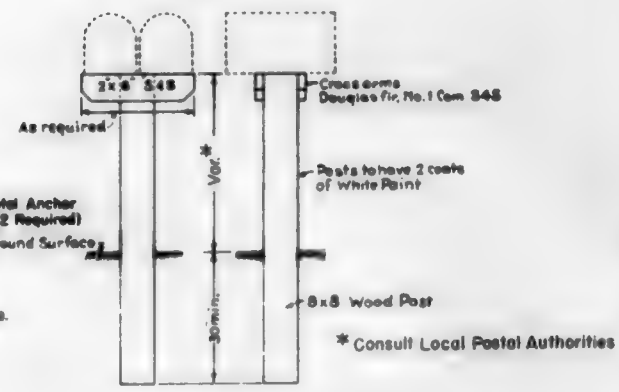


END VIEW

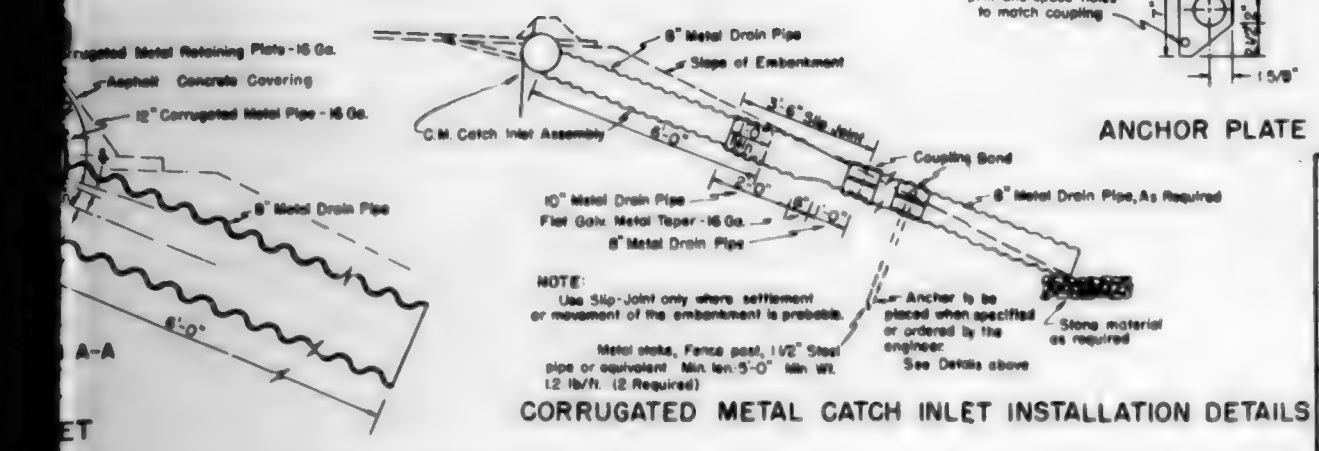
HAND PLACED ROCK SLOPE
No Scale



MAIL BOX POST


2"x8" S4S
Cross arms Douglas Fir, No. 1 Com S4S
As required
Var.*
Posts to have 2 coats of White Paint
Flat galv. metal Anchor Plate - 8 Ga. (2 Required)
Coupling Band
Ground Surface
30 min.
8x8 Wood Post
2 1/4" Dia.
Drill and space holes to match coupling
15/8"
* Consult Local Postal Authorities

ANCHOR PLATE DETAIL


Corrugated Metal Retaining Plate - 16 Ga.
Asphalt Concrete Covering
12" Corrugated Metal Pipe - 16 Ga.
8" Metal Drain Pipe
6'-0"
A-A
8" Metal Drain Pipe
C.M. Catch Inlet Assembly
6'-0"
3'-6" Slip Joint
2'-0"
6'-11"-0"
10" Metal Drain Pipe
Flat Galv. Metal Taper - 16 Ga.
8" Metal Drain Pipe
Coupling Band
8" Metal Drain Pipe, As Required
NOTE:
Use Slip-Joint only where settlement or movement of the embankment is probable.
Metal stake, Fence post, 1 1/2" Steel pipe or equivalent Min. len. 5'-0" Min. Wt. 1.2 lb/ft. (2 Required)
Anchor to be placed when specified or ordered by the engineer.
See Details above
Stone material as required

CORRUGATED METAL CATCH INLET INSTALLATION DETAILS

NOTE:
All material and workmanship shall be in accordance with the current Oregon State Highway Department Specifications.

OREGON STATE HIGHWAY DEPARTMENT
STANDARD

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

December 1961

REVISIONS	
DATE	DESCRIPTION
5-1-63	A-C CURB & ADDED SUBG CUT-OFF TRENCH
4-1-66	ASPHALT CONC. CURB

APPROVED
ASST. STATE HIGHWAY ENGINEER

DRG. NO. 2051

RECEIVED
SEP 15 1967
FOR FILING

127-1116
7042

September 15, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7042 awarded to Salem Road and Driveway Company for paving the Falk Station-Dallas Section of the Kings Valley Highway in Polk County was completed on August 4, 1967, and accepted by the Highway Commission on September 14, 1967.

Final payment in the amount of $3,128.74 will be released to the contractor after September 22, 1967. The total contract amount is $105,906.53 including $1,615.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Usery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon 97308

Victor S. Risley Company
Board of Trade Building
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 15 1967

127-1116
7042

September 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1967, on Contract No. 7042. The contract was with Salem Road and Driveway Company and was for paving on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 14, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb kf

127-1116

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: POLK STATION - DALLAS	WEEK ENDING: August 12, 1967
		SECTION PREFIX: 127-1116
	HIGHWAY: Kings Valley	COUNTY: Polk
NAME OF JOB: Polk Station - Dallas Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 7042	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: July 6, 1967	ESTIMATED COMPLETION DATE: August 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 17
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE: Begin Calendar Days July 19, 1967	PERCENT OF TIME ELAPSED: 30
PROJECT AUTHORIZATION: $ 125,552.25	ENGINEERING AUTHORIZATION: $ 8,928.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 116,624.09	ENGINEERING COST TO DATE: $ 8,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 110,928.00		DATE PROJECT WAS COMPLETED: August 4, 19
ESTIMATED PERCENT [OVERRUN] UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 90 %	Semi-final will be submitted by August 15.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Shldr's Surfacing	
				100		100	
			GRADING	Shoulders SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				2.59	Patching	Seal Coat	2.59
MILES PARTIALLY COMPLETED							
MILES COMPLETED				2.59		2.59	2.59
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,170 CY	1,000 CY	2,150 T	10,870 T
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,904 CY	1,082 CY	1,495 T	10,173 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Warm			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Parsons
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 14 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Final inspection made on August 8, 1967.

Semi-final estimate is 95% completed.and will be submitted August 15, 1967.

SIGNED E L Bell LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 1-5 1967

FOR FILING

127-1116

7042

Routing
Morgen
Docker
Bond
Walker
Glenn
Swart
Poate
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
AUG 3 1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1967

To:

SUBJECT: Seal Coat and Non-Skid
Asphaltic Concrete.
Polk Station - Dallas Project.

Memo To Files

The theory for design of the mix for subject project is that sufficient asphalt is added to an extremely open graded aggregate to drain to the surface of the underlying pavement. The resulting sheet of asphalt thus forms an impervious layer. The aggregate particles have sufficient space between them to prevent forcing the free asphalt to the surface.

Such a wearing course was made and spread July 31 and August 1, 1967. The design mix consisted of aggregate 100 percent passing the ½ inch screen and 14 percent passing the number 10 screen. The quantity of ½ inch to the number 10 was approximately equally divided on the ¼ inch size. The specified quantity passing the number 200 sieve was from 2 to 4 percent. Since the prepared aggregate showed by test to contain only 1.4 percent dust, one percent cement was added. The asphalt content was designated at 8 percent subject to change depending on spreading difficulties encountered.

No difficulties were encountered at the hot plant. At the contractors suggestion the mixing time was set at 70 seconds to allow time to enter the cement by hand. It soon developed that the extended time was not needed and the total mixing time was reduced to 45 seconds which allowed the required 30 seconds after the cement and asphalt were added. There were no problems of drying or heat control.

The spreading began at the Dallas end of the northbound lane. There were several factors which prevented obtaining a desirable mat in the first few hundred feet. These conditions were:

1. It was assumed the breakdown roller would compact the mat in the same manner in which it compacts a normal "B" mix. The screed was therefor set at slightly more than one inch. It was soon obvious that the breakdown roller did not decrease the thickness of the spread mat a measurable amount. The screed was set and maintained at 3/4 inch for the remainder of the project. Due to unevenness of the "B" mix pavement the thickness of the seal mix ranged from approximately 1 inch to ½ inch at the centerline after the first few hundred feet.

2. The Dallas end of the project is composed of an oil mat which was not overlaid with "B" mix. The irregularity of the surface resulted in a rather long section in which the thickness of the seal exceeded 2 inches. This is sufficient thickness to allow the low stability of high asphalt content - one size marble like gradation to shove to some extent under the roller. Wheel grooving is probable in this area. Also, it is probable that traffic will push the aggregate particles of the seal coat into the relatively soft oil mat which will result in a slick asphalt surface. Unfortunately this is in the area of braking for a stop sign. Repair by burning will not be effective until the total thickness of seal coat is burned off.

3. A considerable number of hardened mix chunks ranging from an inch to 5 or 6 inches came through the spreader and were carried along under the screed for several feet. The result was many long gashes in the finished mat. It was thought the mix was not sufficiently hot to replasticize the hardened top crust formed in the long haul. Temperatures of two trucks in the first four were 250°F and 260°F. An increase in temperature at the plant was requested by radio. A note with the first truck after the increase indicated the aggregate at the drier was 320°F. Temperature of the mix at the spreader was 280°F. The increase in temperature proved the wrong thing to do for the more fluid asphalt drained to the bottom of the truck resulting in excessively high asphalt content in the last portion going into the spreader. This in turn resulted in flushed spots on the pavement.

The temperature was immediately lowered at the plant and, for the remainder of the project, the aggregate temperature was maintained at approximately 290°F and the mix arrived at the project from 260° to 270°F. There still was evidence of asphalt drainage to the truck bed. The asphalt content was reduced to 7.5 percent for the remainder of the project. Flushed spots occurred only occasionally at this temperature and asphalt content. Another source of flushed spots is in allowing the spreader to stand, while waiting for trucks, with 12 or 15 inches of mix held in the screw. The asphalt will drain out of this thickness onto the pavement surface leaving excess asphalt when the screed carries off the upper portion.

When such "fat" spots occur, they can be repaired only by shoveling the complete area and discarding prior to breakdown rolling. Burning the spots will not be effective.

An examination of the hardened chunks found at the start of the project found them to be an accumulation of fines and asphalt. From the observed composition it is believed these chunks were accumulations of past mixing clinging to the paddles and sides of the pug mill. The fluid seal coat mix, for some unexplained reason, appears to have broken the chunks loose. None were found after the first few loads. The hardened crust formed during the

long haul did cause some difficulty throughout the remainder of the project. The small gashes formed were filled with fresh mix from the hopper. The marks do show in some cases but would not be seen if one were not looking for them. It is believed a short haul will avoid this difficulty.

In general the trial appears to be successful. Cores will be taken after approximately a month of traffic to determine the continuity of the asphalt layer and effect of traffic on the surface. The trial indicated that temperature is quite critical. The mix must be cool enough to prevent drainage in the truck but hot enough to prevent crusting in the truck. In such a balance drainage of the 3/4 inch layer to form an impervious sheet will require time in warm weather. For this reason such mixes should not be attempted without promise of several weeks of warm weather immediately after laying.

A construction practice which should be avoided is the feathering out at the end of a days run for a transverse joint. The material can only feather from 3/4 inch to a ½ inch because of the ½ inch size particles. Completion of the joint by adding ½ inch material on top of the ½ inch feather results in a bump. Joints should be squared off at a full 3/4 inch and not tapered down by the roller.

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: L. Shaw
F. Morgan
R. Asburry
E. Hall
T. Schott

RECEIVED
AUG 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUN 30 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
SALEM

427-1116

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 29, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Salem Road and Driveway Co.
P. O. Box 603
Salem, Oregon 973[illegible]8

Gentlemen:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7042 for the following project:

Paving on the Polk Station-Dallas Section of the Kings Valley Highway in Polk County.

This award was based on your bid of $111,102 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

S-561(1) Kent Sec. of FAS 666 & 668 1967
S-457(2) (Grad. & Oiling)
#7043

Monthly trahsaction number 3-20	FO PR-2A (REV 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Sherman
Modification number 2	(PPM 21-7)	Project number S-457(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 95,895	$ 101,024
Federal funds	$ 60,800.00	$ 60,993.93
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of February, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For: R. E. Simpson

US COMM-DC 26364-P65

Monthly transaction number	FC PR-2A (R) (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te
11-38		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
7		Sherman
Modification number	(PPM 21-7) 11-26-68	Project number
1		S-457(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 90,828	$ 95,895
Federal funds	$ 57,600.00	$ 60,800.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including increases in quantities for certain bid items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of November, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
For R. E. Simpson (Division Engineer)

US COMM-D C 26364-P65

Oregon State Highway Department

Federal Aid
Project No. S-457(2)

KENT SECTION OF COUNTY

FAS ROUTE 666 IN SHERMAN COUNTY

Revised project agreement estimate. Includes increase in quantities of * bid items.

Salem, Oregon, November 12, 1968

Type Code 5231
Roadway (Sta. 200+00 to Sta. 274+85) (Contract No. 7043)

Clearing and Grubbing	All Required (99%)		$ 2,475.00
General Excavation, Unclassified	23,178 cu.yd.	1.00	23,178.00
Overhaul	193,150 yd. sta. *	0.02	3,862.00
Finishing Roadbed and Slopes	1.41 mile	1,000.00	1,410.00
Trench Excavation	136 cu.yd. *	3.00	408.00
Watering	676 M-gal. *	3.00	2,028.00
3/4" - 0 Material in Base	2,100 cu.yd.	2.70	5,670.00
Stone Base	12,330 cu.yd.	2.50	30,825.00
3/4" - 0 Aggregate in Prime Coat	135 cu.yd.	5.50	742.50
RC-250 Asphalt in Prime Coat	27 ton	56.00	1,512.00
Aggregate in Asphalt Macadam	1,144 cu.yd. *	6.00	6,864.00
120-150 Asphalt in Asphalt Macadam	65 ton	55.00	3,575.00
Asphalt in Seal Coat	19 ton	60.00	1,140.00
18-inch Culvert Pipe	320 lin. ft.	4.50	1,440.00
24-inch Culvert Pipe	240 lin. ft.	6.50	1,560.00
6-inch Drain Pipe	46 lin. ft.	2.00	92.00
			$[illegible]8,828.11
Flagging (57-1/2% of contractor's cost)	All Required		$ 150.00
Adjust water line	All Required		200.00
	Subtotal		$87,178.11
	10% Engr. &Cont.		8,716.89
	Total		$95,895.00

Length of Project - - - - - 1.417 miles
Cost of Roadway per mile $67,674.66

Federal Funds	$60,800.00
State Funds	17,547.50
County Funds	17,547.50
	$95,895.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 523-1050

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-38		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4		Sherman
		PROJECT NO.
		S-457(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Kent N.E. 1.4 mi.
Kent Section of County FAS Route 666

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	1.417
OTHER (Specify)		

FUNDS Pro Rata 63.60

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,828	$ 57,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A, W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-457(2)

KENT SECTION OF COUNTY

FAS ROUTE 666 IN SHERMAN COUNTY

Project Agreement Estimate

Salem, Oregon, July 14, 1967

Type Code 5231
Roadway (Sta. 200+00 to Sta. 274+85) (Contract No. 7043)

Clearing and Grubbing	All Req.(99%)		$ 2,475.00
General Excavation, Unclassified	23,178 cu.yd.	$ 1.00	23,178.00
Overhaul	77,600 yd.sta.	0.02	1,552.00
Finishing Roadbed and Slopes	1.41 mile	1,000.00	1,410.00
Trench Excavation	95 cu.yd.	3.00	285.00
Watering	555 M-Gal.	3.00	1,665.00
3/4" - 0 Material in Base Stone Base	2,100 cu.yd.	2.70	5,670.00
	12,330 cu.yd.	2.50	30,825.00
3/4" - 0 Aggregate in Prime Coat	135 cu.yd.	5.50	742.50
RC-250 Asphalt in Prime Coat	27 ton	56.00	1,512.00
Aggregate in Asphalt Macadam	850 cu.yd.	6.00	5,100.00
120-150 Asphalt in Asphalt Macadam	65 ton	55.00	3,575.00
Asphalt in Seal Coat	19 ton	60.00	1,140.00
18-inch Culvert Pipe	320 lin.ft.	4.50	1,440.00
24-inch Culvert Pipe	240 lin.ft.	6.50	1,560.00
6-inch Drain Pipe	46 lin.ft.	2.00	92.00
			$ 82,221.50
Flagging (57½ of Contractor's Cost)	All Req.		$ 150.00
Adjust water line	All Req.		200.00
	Subtotal		$ 82,571.50
	10% Engr. & Cont.		8,256.50
	Total		$ 90,828.00

Length of Project - - - - - - - - - 1.417 Miles
Cost of Roadway per mile- - - - - $64,098.80

Federal Funds	$ 57,600.00
State Funds	16,614.00
County Funds	16,614.00
	$ 90,828.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1930;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 5 - 1968
FOR FILING
S-5L1(1)
7143

September 5, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 18, 1968, on Contract No. 7043. The contract was with Vernis Jarl and was for grading and oiling on the Kent Section of FAS Routes 666 and 668 in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 5, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

RECEIVED
SEP 6 - 1968
FOR FILING

S-561(1)

7043

September 5, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7043 awarded to Vernie Jarl for grading and oiling on the Kent Section of FAS 666 and FAS 668 in Sherman County was completed on June 18, 1968, and accepted by the Highway Commission on September 5, 1968.

Final payment in the amount of $3,898.60 will be released to the contractor after September 12, 1968. The total contract amount is $93,246.76 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

L. H. Young
C. H. Maison
Attn: John Herr

S-457(2) 7043 C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sherman County Roads	WEEK ENDING: July 27, 1968	
	SECTION PREFIX: 528-1050	
HIGHWAY: FAS Nos. 666 & 668	COUNTY: Sherman	
NAME OF JOB: Kent Section	KIND OF WORK: Grading & Oiling	
CONTRACTOR: Vernie Jarl	CONTRACT NUMBER: 7043	FEDERAL AID PROJECT NUMBER: S-457(2) & S-561(1)
DATE OF CONTRACT: June 29, 1967	DATE WORK STARTED: July 5, 1967	ESTIMATED COMPLETION DATE: June 18, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A	WORK DAYS USED: N/A
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 97
PROJECT AUTHORIZATION: $ 108,505.48	SPECIFIED COMPLETION DATE: N/A	PERCENT OF TIME ELAPSED: 108%
EXCLUSIVE OF ENGINEERING: $ 94,794.36	ENGINEERING AUTHORIZATION: $ 13,711.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 94,546.22	ENGINEERING COST TO DATE: $ 13,788.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: UNDERRUN 0.3 %	PERCENT OF AUTHORIZATION: 100.6 %	DATE PROJECT WAS COMPLETED: June 18, 1968

Including Engineering: 0.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.63	1.63		1.63	
MILES PARTIALLY COMPLETED	1.63	1.63		1.63	
MILES COMPLETED	1.63	1.63		1.63	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,240.0 cy	16,150 cy		1,666.00 tons	
TOTAL QUANTITIES CORRECTED TO DATE	21,730.3 cy	14,840 cy		2,126.96 tons	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,730.3 cy	14,840 cy		2,126.96 tons	
AVERAGE DAILY QUANTITIES	-	-		-	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	
NUMBER OF SHIFTS PER DAY	-	-		-	
HOURS PER SHIFT	-	-		-	

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Calendar

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Mostly Sunny	-		Project completed.
MONDAY	P. Cloudy			
TUESDAY	Sunny			
WEDNESDAY	Sunny			
THURSDAY	P. Cloudy			
FRIDAY	Sunny			
SATURDAY	P. Cloudy			

Routing
Decker
Brand
Swan
Peace
Wells
Lienfeld
Olson
CONSTRUCTION DIVISION
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed. The Semi-Final for this project, with the exception of the Summary of Test Results which is being corrected, was transmitted to the Division Office via Mr. Warfield, on Thursday of this week. It is expected that the Summary will be in the Division Office also next week.

Mr. L. H. Warfield, Asst. Div. Eng'r., was in the office on Wednesday and Thursday of this week.

This will be the last Field Engineer's Weekly Report for this project.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P. O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FOR FILE

5-561(1)

February 14, 1968

Oregon State Highway Commission

Gentlemen:

A minor overrun in project authorization for Contract No. 7043, the Kent grading and oiling project is anticipated. This is a Federal-aid Secondary county project in Sherman County. The original authorization was $101,406.37, with the present anticipated cost being $108,500, or an overrun of seven percent.

The overrun is caused by unanticipated increases in watering, overhaul, and engineering. Additional water was required because of hot, dry windy weather; the overhaul was due to less shrinkage than was originally anticipated; and the engineering cost because it was necessary to make use of a construction crew situated about one and one-half hours' driving time from the project.

This matter will be presented at the March 5 meeting for your consideration and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

FBK:srb/RLP:ms jes

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Kent Section
Sherman County Roads
Contract 7043

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and oiling is under contract to Vernie Jarl of The Dalles. The original project authorization was $101,406.37. The present anticipated cost is $108,505.48, indicating an overrun of $7,099.11 or 7.0%. The major reasons for this overrun are increases in the contract bid quantities for watering, overhaul and asphalt macadam.

Weather conditions during the time excavation was being performed were hot, dry and windy which caused a high rate of evaporation and the overrun in this item alone amounts to almost $3,700.00.

The earthwork material indicated on the plans was anticipated to have a shrink factor but instead it actually swelled by approximately 12%. Because the project length was short, it was not desirable to adjust the grade line and since right of way was limited, the surplus materials had to be hauled to a quarry site for disposal. This caused an overrun in the overhaul bid item of over $2,800.00.

The overrun in asphalt macadam was caused by the need for an additional spread of oil since the first seal was applied late in the season and as a consequence, most of the cover material was lost.

There also is an overrun in engineering of $6,500.00 caused by the extra work involved in these overruns. Under the current policy of allowing different percentages for engineering costs depending upon the size of the project, this job would have remained within the 5% allowable overrun.

This is a Federal Aid Secondary project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young
cc: H. S. Cox

Form E-373 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project KENT Date January 8, 1968

Highway FAS Nos. 666 and 668 Contract No. 7043

County Sherman Kind of Work Grading & Oiling Contractor Vernie Jarl

	Authorized	Estimated
Contract Amount	$ 89,739.00	$ 85,462.61
Anticipated Items	400.00	0.00
Contingency (4½%)	4,056.25	9,331.75
Engineering	7,211.12	13,711.12
Credits		
PROJECT COST	$ 101,406.37	$ 108,505.48

NET INCREASE $ 7,099.11 OR 7.0%

APPROVED BY STATE HIGHWAY COMMISSION
DATE 3-5-68 Minutes
Authority #7093.63

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) Bid Item 3, General Excavation, Unclassified	$ 21,730.30	$- 1,509.70
(C) " " 4, Overhaul	4,400.00	+ 2,848.00
(C) " " 9, Stone Base	31,900.00	- 2,600.00
(C) " " 12, Aggregate in Asphalt Macadam	7,500.00	+ 1,800.00
(C) " " 13, 120-150 Asphalt in Asphalt Macadam	0.00	- 4,125.00
(A) EWO No. 1, Flagging (Not required)	0.00	- 200.00
(A) Adjust Water Line " "	0.00	- 200.00
(U) P.A. No. 1, Watering (In excess of bid amount)	3,500.00	
(U) " " 2, Salv. & Reinst. 18-inch C.M. pipe	36.00	+ 9,331.75
(U) " " 3, 200-300 Asphalt in Asphalt Macadam	5,500.00	
(U) Future Contingency Allowance	295.75	

Principal reasons for overruns (Continue on reverse side): Need of more sprinkling than was anticipated for both earthwork and surfacing compaction due to hot weather and drying winds, the disposal of excess excavation material due to an erroneous shrink factor, and an overrun of asphalt quantities due to the need for one additional spread, and engineering costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ J. S. SAWYER
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by /s/ J. F. PUTNAM
Division Engineer

Noted by
Assistant Deputy State Highway Engineer

n Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-41		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5 7043	*(PPM 21-7)* 7-24-67	Sherman
		PROJECT NO. S-561(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Kent Section of County FAS route 668

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	0.147
OTHER *(Specify)*		

FUNDS Pro Rata 63.50%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,324	$ 5,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stow

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-561(1)

KENT SECTION OF COUNTY FAS

ROUTE 668 IN SHERMAN COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code 5231
Roadway (Sta. 27+25 to Sta. 35+00)(Contract No. 7043)

Clearing and Grubbing	All Req. (1%)		$ 25.00
Ditch Excavation, Unclassified	200 cu.yd.	$ 3.00	600.00
General Excavation, Unclass.	62 cu.yd.	1.00	62.00
Finishing Roadbed and Slopes	0.15 mile	1,000.00	150.00
Trench Excavation	25 cu.yd.	3.00	75.00
Watering	65 M-gal.	3.00	195.00
3/4" - 0 Material in Base	250 cu.yd.	2.70	675.00
Stone Base	1,470 cu.yd.	2.50	3,675.00
3/4" - 0 Aggregate in Prime Coat	15 cu.yd.	5.50	82.50
RC-250 Asphalt in Prime Coat	3 ton	56.00	168.00
Aggregate in Asphalt Macadam	100 cu.yd.	6.00	600.00
120-150 Asphalt in Asphalt Macadam	10 ton	55.00	550.00
Asphalt in Seal Coat	2 ton	60.00	120.00
18-inch Culvert Pipe	120 lin.ft.	4.50	540.00
			$7,517.50
Flagging (57'% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$7,567.50
	10% Engr. & Cont.		756.50
	Total		$8,324.00

Length of Project - - - -0.147 Mile
Cost of Roadway Per Mile-$56,625.85

Federal Funds -	$5,200.00
State Funds -	1,562.00
County Funds- -	1,562.00
Total	$8,324.00

State Funds for Const.:Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.:Chap. 529, Laws 1939.

RECEIVED
JUN 30 1967

1.561(1)
7.1/3

June 29, 1967

Mr. Vernie Jari
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jari:

The State Highway Commission on June 28, 1967 accepted your proposal for grading and oiling on the Kent Section of FAS 666 and 668 in Sherman County for the sum of $89,739 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Sherman County is received and the sum of $20,300 is deposited by the County.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7043.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

RECEIVED
JUN 14 1967
FOR FILING

S-561 (1)

7043

June 12, 1967

Sherman County Court
Courthouse
Moro, Oregon 97039

MISC. CONTRACTS and AGREEMENTS No. 354

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the Kent Section of the Moro-Lonerock Road (FAS 666) and the Kent Road (FAS 668) in Sherman County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
MAR 1967

S. Sec (1)
2043

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. [illegible], BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Lord
Barbo
Walker
Clem
Sims
Rees
Merelock
Trout
Scott
Wills
Litchfield
Olson

March 27, 1967

RECEIVED
MAR 3 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 21, 1967 which had enclosed the plan title sheets for a number of projects.

The following projects should have no adverse effect on fishery resources and are approved:

North Albany Interchange Section, Pacific Highway, Linn County
Stanfield Junction-Pendleton Section, Old Oregon Trail Highway, Umatilla County
Delena-Rainier Section, Columbia River Highway, Columbia County
Burlington-Portland Section, Columbia River Highway, Multnomah County
Reese Creek-Reese Creek Summit Section, FAS 287, Jackson County
Holmes Gap-Baskett Slough Section, Pacific Highway West, Polk County
Kent Section, FAS 666 and 668, Sherman County
Powell Valley Road-Duncan Road Section, Mt. Hood Highway, Clackamas County
Halsey-Eugene Section, Albany-Junction City and Pacific Highways, Lane and Linn Counties
Drake Creek-Warner Highway Section, FAS 807, Lake County

Regarding the LaGrande Section, we wish to consult with our regional personnel before approval. Considerable spawning of anadromous fish occurs in the area of the extensive channel change and some provisions may be needed.

We will write you regarding this project in a very short time.

3-28-67 Copies to:

F. B. Klaboe	L.W. Rulien (4)
L. H. Young	R.D. Asburry (8)
Frank Hall (11)	L.R. Chandler (4)
T. C. Roake	J. F. Putnam (4)
J. E. Morelock	A. F. Pareon (4)

fw

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page ___ of ___ Pages

Section Rent Loop Highway F.A.S. 66 & 222 County [redacted]

Res. Engr. _____ Approx. Length 2.8 Miles. Sta. _____ to Sta. _____

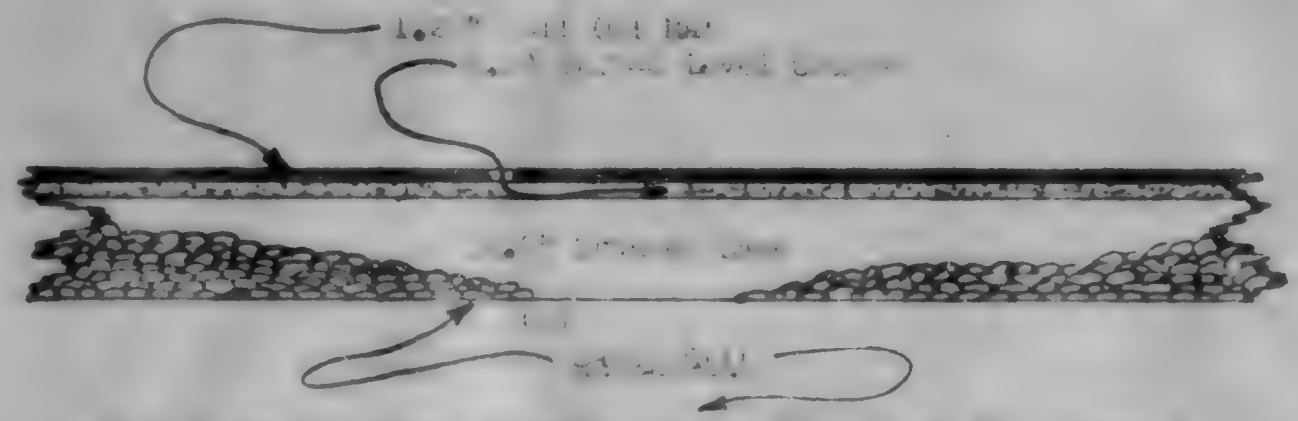
Truck A.D.T. _____ Traffic Coefficient 4.0 18 kip s.a. per day 0.

Annual Precipitation 14"± Frost Penetration [redacted].

Prefix	Date	CBR Total Req.	Credit	Total Thick.
2443				
S 5761 (1)				

FILED OCT 21 1966 FOR FILM

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
[redacted]



AASHO CLASSIFICATION:

MATERIAL SOURCES:

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

NOTED
F. H. ILLGEN

Submitted by _____ Recommended by _____
for Staff Assistant Asst. Engineer of Materials

Recommended by _____ Approved by _____
asst Construction Engineer Asst. State Highway Engineer

SECTION: [illegible] Loop

HIGHWAY: F.A.S. [illegible] & 608

COUNTY: S[illegible]man

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. **Present ADT** 30 (Total) — 1966

B. **Future ADT** 50 (Total) — 1986

C. **Mean ADT** 40 $\left(\frac{A+B}{2}\right)$

D. **Design Period** 20 Years

E. **No. of Lanes** 2

F. **Percent Trucks** 5 (ADT Basis)

G. **Trucks (in one direction)** $\frac{F}{2}$ .025 x (C) 40 = 1

H. **% Trucks in Design Lane** 100 %

I. **Trucks in Design Lane** (G) 1 x (H) 100 % = 1

TRAFFIC COEFFICIENT = K (I)$^{0.119}$

where K = 4.669

= 4.67

SECTION: Kent Loop

HIGHWAY: F.A.S. 6?x & 6??

COUNTY: Sherman

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: When constructed to present D?? Pavement Standards.
5. **Cost Comparisons:** N?? Base - S?? ??????

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Oil or A.C.
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** Not a consideration
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** minor importance
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** County requested an Oil Mat
13. **Traffic Safety:** Not applicable
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 12.
There is no P.C.C. in the immediate area.
See Item 6.

FORM E-183X 50M 4-65

RECEIVED
JUL 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. STEPHENSON, MEMBER
PORTLAND

S-5011(1)
1043

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1966

Union Pacific Railroad Company
2525 North Lefrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Location Prospectus
Kent Loop Section
FAS 666 and FAS 668
Sherman County

Gentlemen:

Herewith you will find one copy of the above-captioned prospectus. This project has not yet been placed on our tentative schedule of contract lettings.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm
enc.

cc: F. B. Klaboe
J. F. Putnam
F. W. Sugnet

OFFICE OF
STATE HIGHWAY ENGINEER

9-15-66

RECEIVED
JUL 26 1966
FOR FILING
S-561 (1)
2043

Prefix No. 528-1451

LOCATION PROSPECTUS
KENT LOOP SECTION
FAS 666 & FAS 668 - SHERMAN COUNTY

HIGHWAY: FAS 666, County Road No. 119, and FAS 668, County Road No. 115.

TERMINI: 1.3 miles on FAS 666 and 1.5 miles on FAS 668 east of Kent.

LENGTH: The over-all length is 2.8 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, surfacing and oiling on existing alignment except in the middle of the north portion of FAS 666 where a gully should be filled to eliminate a curve. Where additional right of way is necessary, State will furnish options for right of way to the County. Routine soils investigations will be conducted. An economic analysis is not needed. If the estimate cost of the project exceeds $150,000 the County forces will perform the grading.

CHARACTERISTICS: Existing ADT 40; projected ADT 72.

STANDARDS: Class F, maximum grade 8 percent, maximum curvature 14 degrees.

TYPICAL SECTION: 20-foot travelway with 4-foot shoulders. Deviations from standards are not anticipated.

ACCESS: County road with access determined by Sherman County.

BASE DESIGN: Tentative Base Design is:

Wearing Surface	1-1/4"	Type 0-11
Top Course Base	2"	Level
Bottom Course Base	12"	
Total	15-1/4	

MATERIAL SOURCE: Local, commercial or county.

AGREEMENTS: Routine County FAS-C project.

STATE PARKS OR ROADSIDE REST AREAS: None

UTILITIES: None affected.

NOTED
R. L. OPTED
N O T E D
FORREST COOPER

July 15, 1966

Attachment

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N Chase
H. S. Cox
F. B Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F W. Yarbrough (2)
L. H. Young
A. W. Parsons (3)

RECEIVED
JUL 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

LOOP CEMETERY
97
Creek
FAS-669
FAS
FAS-666 BEGIN PROJECT
Jackknife
WILSON AIRSTRIP
Quarry Site
KENT
END PROJECT
DAM
FAS-668
PROPOSED PROJECT
FAS-666 & 668
36
31
1
6
12
7
T 5 S
17
Hollow
Macken
Wilcox
DAVIS AIRSTRIP
HOLMAN SPR.
Hanipan
Wilcox Station
Cramer
Wilcox
29
32
Canyon
Creek
FAP-12
N
4'
10'
10'
4'
TYPICAL SECTION
GENERAL HIGHWAY MAP
SHERMAN COUNTY
OREGON
PROSPECTUS MAP
KENT LOOP
FAS 666 - FAS 668
SHERMAN CO.

young 5-24-67

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5/18/67

BY (Signature): Mr. Young's May 8, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 972 THRU 977

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
972	S-522(3)—7032	9.15	160,500	96,300	Drake Creek-Warner Hwy Sec.	Surface
973	SU-528(2)—7036	0.88	245,000	147,000	Sunnyview-Silverton Rd. Sec. 1/	Gr., pave
974	S-457(2) 7043	1.41	135,600	81,360	Kent Loop Sec.	Gr., Surface
975	S-561(1) 7043	0.15	14,400	8,640	Kent Loop Sec.	Gr., Surface
976	S-432(5)—7044	2.50	400,000	240,000	Cape Lookout-Sand Lake Sec.	Grade
977	SU-433(4)—7049	0.000	14,000	8,400	Cedar Hills Blvd. 1/ 2/	Traffic Signals
	Totals	14.09	$969,500	$581,700		

1/ These projects have satisfied the requirements of IM 50-2-65.

2/ This project is classified as a Safety Improvement Project, and approval for inclusion in the inventory is granted.

REMARKS (Division)

The exception on Item 976, S-432(5) concerning construction standards is satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5/18/67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

RECEIVED MAY 26 1967

FOR [illegible]

5-24-67

NOTED
E. B. KEARSE

RNC.ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–66		ADT	PRESENT	FUTURE (66)–(70)	YEAR (71)
	1	Co. Rd. Kent N.E. 1.4 mi.			30	50	87
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUT (74)
	Gr. Dr. Intermediate Type Surf.							
CARD 4	CLASS OF FEDERAL FUNDS: Secondary						COUNTY NAME	
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-A 666

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1										
5					PE		Co. Rd. Kent N.E. 1.4 mi. (Kent Loop Section)			
5					ROW					
5					CONST (CODE)			1.41	135,600	81,360
							PROJECT TOTALS	1.41	135,600	81,360

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
(65)		30	50 (55) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	974 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			T. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71) (72)	(73)	(74) (75)	S- 14 23	457 (2) 7 13		(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Sherman	055 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	666 (32)	Co. Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr. Dr., 2-10' Lanes 0-11 Oil Mat Surface with 4' Shoulders
					ROW - 60' min.; Access Control-None; Parking Restrictions None
1.41	135,600	81,360	27,120	27,120 (County)	
1.41	135,600	81,360	27,120	27,120 (County)	

(16) (23) (24) (33)

REMARKS

Relocation Assistance - None Involved

USCOMM DUSCOMM-DC 48905-P61

KENT LOOP SECTION

Project S-457(2)

EXISTING FACILITIES: 22' - 24' roadway graded and drained with imported soil stabilizing material, lightly graveled.

ADJACENT SECTIONS:
NORTH END: 22' - 24' graded roadway, imported soil stabilizing material, lightly graveled.

SOUTH END: 22' - 24' graveled surface (FAS 668)

PROJECT DATA: Grade, base, drain and surface, 2-10' lanes,- 0-11 oil mat with 4' gravel shoulders. County will offer source of aggregates for base and oiling. State to do survey.

RIGHT-OF-WAY: 60' minus
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: S-457(1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 21

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
2	1 (19) (20)	Co. Rd. Kent S 0.15 mi. 21 65	**ADT**	30	50 (66) (70)	87 (71)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASS F.	DA AREA	EMERG. YR.	PL. AUTH Y
3	Gr. Dr. Intermediate Type Surf. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
4	Secondary	Sherma	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL - AID 668

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53	Co. Rd. Kent S 0.15 mi	(54) (58)	(59) (66)	(67) (76)
5					**PE**		(Kent Loop Section)			
5					**ROW**					
5					**CONST** (CODE)			0.15	14,400	8,640
							PROJECT TOTALS	0.15	14,400	8,640
								(16) (23)	(24) (33)	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		30	50 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	975 (14)(18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(78)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
						S-	561(1)			

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
	Sherman	055	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)
S	668	Co.Rd.	

	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
mi						Gr. Dr. 2-10' Lanes 0-11 Oil Mat. Surface with 4' Shoulders.
						ROW - 60' min; Access Control - None Parking Restriction- None
	0.15	14,400	8,640	2,880	2,880 (County)	
T S	0.15	14,400	8,640	2,880	2,880 (County)	
	(16)	(23)	(24) (33)			

REMARKS: Relocation Assistance - None Involved.

USCOMM DUSCOMM-DC 48905-P61

KENT LOOP SECTION

Project S-561(1)

EXISTING FACILITIES: 22'-24' graveled roadway

ADJACENT SECTIONS:
NORTH END: 22'-24' graveled roadway

SOUTH END: Same as north end

PROJECT DATA: Grade, base, drain, and surface 2-10' lanes 0-11 oil mat with 4' gravel shoulders, County will offer sources of aggregates for base and oiling, State to do survey.

RIGHT-OF-WAY: 60' minus
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: Serves large wheat ranches, school bus, and mail trucks.

S-432(5) Cape Lookout-Sand Lake Sec. 1967
of FAS 617 (Grading)
#7044

C+A 3346

STATE COPY

FORM PR-33C (REV. 3-68)

cc: OSHD (Young)
Wash DC
Region

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

NOTED
A. E. JOHNSON

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 10
COUNTY: Tillamook	
PROJECT NO.: S-432(5)	
DATE OF INSPECTION: 9-19-69	

SIGNATURE: R. D. Cleary

TITLE: Asst Programing Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. E. O'Neil, Asst Area Engr

IN COMPANY WITH: Gerald Wimer and Ed Johnson, OSHD

CONTRACTOR'S NAME: Tar Co. Medford, Oregon

CONTRACT AMOUNT: $ 245,108.50

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade and drain (future two 10' lanes with bituminous surface with 2' shoulders)

cy-Constr 7-11-72

7-11-72

al

cc Young

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 24 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
0010	2.697	24		

COPY SENT

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

JUL 06 1972
REGIONAL OFFICE

CAPE LOOKOUT - SAND LAKE SECTION
TILLAMOOK COUNTY

The work on this project was started on July 11, 1967. The contract was to be terminated on September 22, 1969. Because of the lack of progress on the project and the urgency of getting the project completed before the fall rains set in, it was decided that the remaining work, consisting of general cleanup and finishing work, would be performed by outside forces.

As a consequence, two Price Agreements were written, penalizing the contractor for failure to complete these items. PA #7 reduced the payment for a portion of the item "Finishing Roadbed and Slopes" by

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
TITLE: P. V. Riedl, Area Engr	DATE: 7-3-72	TITLE: Acting Division Engineer	DATE: 7-6-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

JUL 7 1972

15%, or $75.00 per mile, the net reduction being $129.75. PA #8 reduced the payment for the item "Clearing and Grubbing" by $700.00, this being the estimated value of the work left undone by the contractor (disposal of a number of stumps in various locations, plus numerous sticks and limbs, etc.).

The project was called complete as of September 22, 1969. The project was set up to be completed within 425 days; 556 calendar days were used to complete the project. Liquidated damages for 131 days at $100 per day have been assessed.

The County has already placed a gravel surface which is nonparticipating.

Lineal measurements of the completed work indicate that the project was constructed in reasonable conformance with the dimensions shown on the approved detail estimate.

There are no apparent unauthorized right of way encroachments.

The State's Certificate of Materials having been received and filed March 5, 1970, acceptance of this project is recommended.

RECEIVED
JUL 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1971
FOR FILING

S-432(5)
7644

orm FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 12, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabure
cy recvd
7-14-71

SUBJECT: Oregon Project S 432(5)
Cape Lookout-Sand Lake
Transfer of Public Lands

Enclosed are the original and duplicate original of highway easement deed conveying subject lands to the County of Tillamook, the nominee of the State. Please note pages one and nine have been revised as well as the description from Township 3 North, etc., to read Township 3 South which is consistent with Forest Service authorization and Highway Drawing 9B-2-10.

Please submit original and duplicate original to Tillamook County with the request that both be executed. The original is to be retained by the County and the duplicate original together with the recording data returned to this office.

Enclosure

cc:
Region (08-00.11)

orig WI & c.c. to
Cox for handling
7-15-71

NOTED
F. B. LINDE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 - 1971
FOR FILING

S-432(5)

7041-1

July 2, 1971

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, Washington 98401

Attn: Robert L. Miller
Bond Claim Dept.

Gentlemen:

This will acknowledge receipt of your letter of June 29 concerning semi-final, post-final, and liquidated damage payments on Contract No. 7044 awarded to TAR Company.

I discussed your letter with Mr. Gallagher in the Construction Section this morning and he in turn had discussed it with Mr. Skoog, Controller.

I believe that the obstacles which have been consistently reoccurring have been removed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ses

UNITED PACIFIC
INSURANCE
COMPANY

SYMBOL
OF
SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98401 • AC 206 383-1481

June 29, 1971

State of Oregon
Oregon State Highway Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

United Pacific Bond B-543761
Principal: Tar Co.
Obligee: Oregon State Highway Commission
Contract: No. 7044 - Cape Lookout -
Sand Lake Grading Project

We appreciate receiving your letter of June 24, 1971 advising us of the decision of the Commission relating to approval of an extension of time on this contract. As the Oregon State Highway Division already knows, Mr. Kenneth Neal of Tar Co. has not responded to any inquiries, correspondence, or taken any action with respect to closing out this contract for quite some time. As a matter of fact, the contract moneys remaining to be paid are assigned to United Pacific Insurance Company. We have been unable to obtain the cooperation of Mr. Neal for quite some time. However, for some reason, the Oregon State Highway Division keeps writing to him and not getting any replies.

United Pacific as surety for Tar Co., and as assignee of the contract moneys due (which have been due for some time), hereby requests immediate payment be made to United Pacific of the amounts due on this contract consisting of the following:

Semi-final Estimate #19	$ 4,119.94
Post-final Estimate #20	530.40
Release of Liquidated Damages	8,600.00
Total	$13,250.34

We request the above amount be paid to Tar Co. and United Pacific within the next 30 days. If said amounts are not received by United Pacific in that time, we shall have no alternative but to commence legal action against the State of Oregon to obtain these funds.

United Pacific, on behalf of Tar Co., and on its own behalf, is agreeable to accepting the decision of the Commission with respect to the extension

NOTED
FLOYD [illegible]DY

UNITED PACIFIC INSURANCE GROUP

of 86 days time without assessment of liquidated damages providing there is no further attempt by the Oregon State Highway Division to assess any other charges against the contractor on this project.

We trust this will enable you to arrange for prompt and final payment to close out this contract.

Very truly yours,

Robert L Miller

Robert L. Miller
Bond Claim Department

jc

cc: Kobin & Meyer
Tar Co.
Mr. V. E. Skoog
Mr. John Bond

RECEIVED
JUL 1 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1971
FOR FILING

S-432(5)
7044

June 24, 1971

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98401

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

This will acknowledge receipt of your letter of June 22, 1971, concerning the release of final payment on Contract 7044 awarded to T&R Company.

Attached is a copy of our letter dated June 23 stating action by the Commission on June 22 in which they approved an extension of time on this contract in the amount of 86 days without assessment of liquidated damages. It appears that there still remains 45 days liquidated damages in effect at $100 per day.

I am forwarding a copy of your letter to V. E. Skoog, Controller, and to John Bond, Construction Administration Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.

cc V. E. Skoog
John Bond

UNITED PACIFIC
INSURANCE
COMPANY

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98401 • AC 206 383-1481

June 22, 1971

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

U.P. Bond B-543761
Principal: Tar Company
Contract: #7044
Cape Lookout - Sand Lake Grading
Project

Reference your letter of April 27, 1971, we again request the Oregon State Highway Division to forward payment to United Pacific of the final and post final payment on this contract. We are still attempting to locate Mr. Neal to obtain execution of the wage certificates. However, because of the long delay in getting completinn and final acceptance of this contract and the additional delay in requesting the wage certificates, we have been unable to obtain the cooperation of Mr. Neal so far. However, since there have been no complaints or claims relating to wages and all of the claims have been satisfied and paid by United Pacific as surety, we see no reason why the state should withhold the final and post final payments.

We further request that you advise us of the results of the Commission's decision with respect to the request for extensions of time and remission of liquidated damages. Your report indicates the Commission would be meeting on May 4 and we would like to have the results of their decision.

Very truly yours,

Robert L Miller
Robert L. Miller
Bond Claim Department

jjt

cc: Kobin & Meyer, Attorneys

RECEIVED
JUN
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 - 1971
FOR FILING

S-413:(C)
-241

June 30, 1971

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98401

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

A post-final payment for $3,600 will be made to TAR Company, assigned to the United Pacific Insurance Co., Tacoma, Washington, on Contract No. 7044 for work on the Cape Lookout-Sand Lake Section of FA: 617 in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $248,604.61 including the post-final payment. Of the total, $20,120.95 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc TAR Company
% Kenneth Neal
Rt. 1, Box 25
Gold Hill, Oregon 97525

bc Frank Horgan
Ivan Morehant
V. E. Skoog
Attn: John Harr
R. D. Asburry

RECEIVED
JUL 21 1971
FOR FILING

S-4321(E)
7044

(6)

June 23, 1971

TAR Company
% Kenneth Neal
Route 1, Box 25
Gold Hill, Oregon 97525

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an extension of time (which would eliminate 131 days of liquidated damages) on Contract No. 7044 on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 86 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
R. D. Asburry

RECEIVED
JUN 4 - 1971
FOR FILING

S. 4132(2)
7044

June 3, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
June 22, 1971 meeting

Gentlemen:

The TAR Company, contractor on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County, Contract No. 7044, has requested an extension of the contract time which would delete the 131 days of liquidated damages that accrued. This project covered 2.81 miles of grading and was the last unit of a series of projects to construct a new county route over Cape Lookout. The contractor cites added work by Price Agreements and Extra Work Orders and unusual weather as reasons for extension.

The significant Price Agreements were related to excavation work which, even with the Price Agreement additions, still underran the contract quantity slightly. Thirteen Extra Work Orders (most of them minor individually but covering a variety of added work such as extra clearing, slide removal and drainage work) collectively justify 44 days extension based on the time actually spent on them.

The project started in the summer of 1967. The official weather data for the closest recording station (Tillamook) indicates no rainfall in July and only 0.07 inch in August. Consequently, the contractor's clearing work was curtailed at a critical stage by Forest Service burning limitations which justifies 17 days extension. The opposite weather extreme occurred in August of the following year when over six inches of rainfall occurred in

August interrupting the grading progress. Some of the heaviest August rainfalls ever recorded occurred at several stations around the state. This exceptional rainfall justifies a 22-day extension.

Extension should also be granted for the last three days charged awaiting a final inspection. The completion date of record is September 22, a Monday, whereas the practical date of completion was on the Friday previous.

The above recommendations make a total of 86 days extension recommended. This will leave 45 days liquidated damages in effect at $100 per day. This was a Federal-aid Secondary project and specific Federal Highway Administration approval is not required.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7044 Contractor TAR Co.

Highway Netarts-Sand Lake Road

Section Tillamook Co., FAS 617; Cape Lookout-Sand Lake Sec.

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 44 days for Extra Work Orders, 22 days for excessive 1968 summer rain, and 17 days for 1967 fire closures, and 3 days to correct completion date.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

SP*0296-734

Contract No. 7044

Project designation S-432(5)
State Federal

Date awarded June 28, 1967

Work started July 11, 1967

Per cent completed 100% 9-22-69
Date

No. of ~~Workdays~~ Allowed 425
Cal.

No. of ~~Workdays~~ Used 556
Cal.

No. of Added ~~Workdays~~ Requested 271

E-330 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 18, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 425 days to 696 days, within which to complete our Contract No. 7044, without the assessment of liquidated damages. The said contract is described as follows:

Cape Lookout - Sandlake Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Per attached

Respectfully submitted,

TAR Co.
Contractor

By [signature]

CONSENT OF SURETY

Date December 22, 19 70

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

.....
Resident Agent

TAR Co.
Request for Increase in
Contract Workdays
Cape Lookout - Sandlake Section
Contract No. 7044

Request for increase in workdays due to change orders is made as follows:

Price Agreements:

No.	1	4
	3	16
	4	6
	5	13
		39

Orders for Extra Work:

No.	2	6
	3	½
	4	1
	5	4
	6	15½
	7	2½
	8	3
	9	2
	10	½
	11	½
	12	½
	13	10½
	14	½
		47

While the extra work orders never required use of all equipment, the situation was generally such that the equipment used prevented use of the other equipment on the job. For example, when a work order required use of the tractor used for pushing scrapers, it was not possible to utilize the scrapers on other work even though they were not required for the extra work.

Request for increase in workdays due to abnormal weather conditions is made as follows:

August 1967 - Clearing operations shut down for 1/2 day due to fire conditions on 19 days	9½
September 1967 - Complete shutdown ordered by U. S. Forest Service on 3 days (exclusive of Labor Day weekend); unable to grade due to rain on September 29	4
November 1967 - Unable to grade due to rain on November 22	1

1967 - 1968 winter - January 10, 1968 to May 6, 1968 closed down operations due to unseasonal weather. Average annual rainfall at Newport is 89.33 inches. Rainfall in 1968 was 128.68 inches. While normal weather would have resulted in some lost time, the weather in 1968 made it impracticable to attempt any operations.	116
May 1968 - No grading at all due to rain. Complete shut down due to rain on six days.	6
June 1968 - No grading at all due to rain. Little other necessary work to utilize equipment and personnel.	15
July 1968 - Complete shut down due to rain on July 12.	1
August 1968 - Unable to work due to rain on 13 days.	13
September 1968 - Unable to work due to rain on 7 days.	7
June and July 1969 - Unable to work due to rain from June 23 through July 6.	13
	185½

SUMMARY

Price agreements	39
Extra work orders	47
Unseasonal weather	185½
Total days increase requested	271½

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
B U I L D I NG

SUBJECT: Cape Lookout-Sand Lake Section
Contract No. 7044
Request for Time Extension

TAR Company, contractor on the subject project, has finally made a formal request for extension of the contract time which would, in effect, delete all liquidated damages; 131 days on the overall completion have been assessed at the rate of $100 per day. The project had an early phase which required completion of grading through the sand dune area first (within 180 calendar days) so that grass planting could be accomplished at the proper time by others. Some pertinent dates are:

Contract awarded	June 28, 1967
Work was started	July 11, 1967
Day count started	July 19, 1967
Unit "A" Complete	January 10, 1968 (170 days used)
425 days allowed elapsed	September 21, 1968
Stop work order effective	October 9, 1968
Resume work order	June 2, 1969
Project completed	September 22, 1969

556 days used. 131 days liquidated damages at $100 per day

This project covered 2.81 miles of grading only with an actual 404,680 yards General Excavation. This was a 2 percent underrun. The surfacing was done later by the County. The contractor offers three general reasons for extension, namely Price Agreements, Extra Work Orders and unseasonal weather with a majority of the time requested being on the last reason.

There were eight Price Agreements during the project. Three of them involved additional excavation and even with the 11,680 cubic yards added separately under Price Agreement No. 5 (and included in the above comparison) the General Excavation underran. The other Price Agreements are minor or just documentary. We recommend no extension on Price Agreements.

NOTED
A. E. JOHNSON

There are 14 Extra Work Orders. All but flagging are listed in the Resident Engineer's report attached. I concur in the Resident Engineer's derivation of 31-1/2 days which expands to 44 calendar days extension for all Extra Work Order interference.

We are well aware of the seasonal limits on grading in this area that can ordinarily be expected. This is obvious from our having allowed a full second season in the original contract time on a project with 411,000 cubic yards bid quantity of excavation. Weather cannot ordinarily be considered valid for extension under our specifications. To do so would merely revert to the old 60 percent productivity day count and the time allowed originally in the contract is not derived on that basis. You will note on this project the contractor was given the benefit of a stop work order during the second winter after the time allotted had expired. This was to minimize the accrual of time which could not be utilized. We cannot agree with all the extensions of time for weather reasons recommended by the Resident and Regional Engineers. We do believe two periods of normally prime time were very unusual. In August, 1968, there was general high rainfall around the state the last half of the month. On a few jobs which were in such stage that the very unusual rainfall delayed their progress significantly, this has been accepted as a valid situation for extension. (This was a factor on extension at Lane Community College, Contract No. 7133, and Bully Creek Reservoir-Vale-West Contract No. 7135, where a very rare August stop work order was issued.)

We have compiled the attached tabulation of monthly precipitation for Tillamook from the official Weather Bureau Climatological Data for the three years 1967 through 1969. You will note that August, 1968 stands out with more deviation from the preceding and following year than any other month. A special weather summary from the Weather Bureau also attached states that long-time averages were exceeded at every reporting station in the state in August.

I would therefore concur in the Resident Engineer's recommendation for a total of 16 days extension for August and September, 1968 and would also interpret this as being the equivalent of 22 calendar days.

The opposite weather extreme occurred early in the job in August of 1967 when extremely dry conditions caused burning limitation or prohibition. You will note the weather data also confirms this. This job was just getting started and with heavy clearing required on part of it as the first work. We therefore concur in the 12 days, expended to 17 calendar days because of fire restrictions.

+3 - 86

We therefore recommend a total extension of 83 days. This would leave 48 days in effect for a total of $4,800.

All financial matters are now in the hands of the bonding company. For a prolonged time last year, the contractor would not communicate with us and we were unable to complete some of the final paper work on extra work order bills, purchase of excess materials and deletion of two minor work items. We expect the bonding company to press quite vigorously for a complete time extension.

One of our very worst engineering overruns occurred on this project. It is 140 percent over, which amounts to over $31,000 excessive engineering charges. We may still have complications with Tillamook County concerning their share of the non-participating charges.

This was a Secondary project and specific Federal Highway Administration approval of an extension is not required. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

Hold 3 days to correct completion date.

MONTHLY PRECIPITATION
TILLAMOOK

Taken from "Climatological Data"

MONTH	1967	1968	1969
		(In Inches)	
January	17.08	12.55	* 14.26
February	8.57	9.18	6.78
March	12.46	10.50	4.55
April	6.64	5.92	5.69
May	1.52	4.92	4.77
June	.69	6.80	.6.08
July	.00	.95	.64
August	.07	6.53	.61
September	3.09	3.89	5.44
October	11.18	12.82	7.80
November	8.11	16.02	7.80
December	11.46	19.27	16.19
Annual	80.87	109.35	* 80.61
Departure	-8.58		- 8.84

* Amount is wholly or partially estimated.

FORM S-20

Morgan
Docker
Reading
Pease
Swan
Glenn
Litchfield
Gallagher
Stott

RECEIVED
APR 13 1971
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1971

To: John Bond
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Cape Lookout-Sand Lake Section
Tillamook Co. FAS 617
Contract 7044

Tar Co. President Kenneth W. Neal's formal request for a 271 calendar-day increase to 696 days, his accompanying breakdown, and H. H. Patterson's fine analysis including the only copy of his work and weather chart are attached. Actually the time only overran 131 calendar days.

Several points need to be made:

BASIC DATES

Bids Received	June 22, 1967
Contract Awarded	June 28, 1967
Work Commenced	July 11, 1967
Calendar Day Charges Commenced	July 19, 1967
Phase 'A' Completion, 170 Calendar Days	Jan. 10, 1968
Specified Phase 'A' Completion, 180 Calendar Days	Jan. 20, 1968
425 Cal. Days, The Specified Overall Completion	Sept. 21, 1968
Suspension of Work Order Effecitve (443cd)	Oct. 10, 1968
Resume-To-Work Order Effective	June 2, 1969
Actual Completion, 556 Calendar Days	Sept. 22, 1969

SPECIFICATIONS

1964 Standard Specifications for Highway Construction

SEASONAL PROBLEMS (BURNING)

Weather as such, is not a reason for extension of time, but it should be pointed out that this, except for Phase 'A', was a two year contract. Unfortunately, the seasonal weather for the two got completely turned around. The construction season on Cape Lookout is short at best. The first partial summer was the driest for some period, but, nothing was cleared to grade and it was too dry to burn.

The next summer was quite wet as far as either clearing or grading was concerned. I believe, this in itself is full justification to grant an extension for the 34 days not previously allowed of the 40-day period, August 2, 1967 to September 9, 1967 inclusive; burning was prohibited.

CHANGE ORDERS

Patterson's analysis is reasonable except the 58 1/2 days should be increased by 1/6 to reflect a 7-day calendar week instead of the approximate 6-day work week. This would make 68 days recommended. 68

OTHER WEATHER

Patterson's analysis of weather, other than what I have described as "Seasonal Problems (Burning)," is also reasonable and should be allowed except for the May and June 1968 period which should have been anticipated. So, I am recommending 40 days for weather.

The contractor, in effect, had but 203 calendar days total in the specified two summers after the 222-day-winter rainout of the dirt show from September 22, 1967 to May 7, 1968. So, he should not be expected to loose another 22 percent from impossible summer weather. If these 40 days are not allowed, it amounts to 71 percent of the contract time some phase of the dirt-portion was curtailed.

OTHER

The September 19-22, 1969 period shouldn't be charged as the contract was as complete on the 19th as on the 22nd. This was the last weekend that was charged to a Monday takeover of the project. Allow three days.

MY RECOMMENDATION IS:

Seasonal Problems (Burning)	34	37
Change Orders	68	40
Other Weather	40	
Other	3	3
TOTAL	145	86 days

You will note that this is ample to relieve all liquidated damages. The contractor completed Phase 'A' within the time alloted, but was just caught in numerous change orders and an abnormally short series of construction seasons. He tried, and, for all practical purposes, did complete the project even though his prices were low and it was a losing proposition.

529-1086

STATE BLOCK—FORM—1-69 SP*18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365

23 Mar 71

To: R. D. Asburry
Regional Engineer
S A L E M

SUBJECT: Request for Time Extension
Cape Lookout-Sandlake Sec.
Tillamook County FAS 617
Contract No. 7044

Attention: Gerald Wimer

Submitted herewith is form E-320, Contractor's Request for Increase in Number of Workdays to Complete Construction Project, in connection with the subject contract.

Basically the request is divided into three main sections: Price Agreements, Orders for Extra Work, and Abnormal Weather. The specific items will be dealt with in the order submitted. A work and weather chart has been used in studying the request and is submitted herewith for your use. This chart was made from the project diaries and the Inspector's daily progress reports. Please note that items marked are items which were specifically mentioned in the reports, and the absence of a mark does not necessarily indicate that the equipment, etc., was NOT used on a given day. The EWO information was taken from daily force account records and indicates days on which any work was done on a specific work order, whether it was ½ hour or 10 hours, etc.

PRICE AGREEMENTS

No.	Item	Days Claimed	Days Recommended
1	Sand Borrow Final quantity is not discernable as it was paid under General Exc. Since 2,000 yds. was set up, I estimate 2 days @ 1,000 yds./day	4	2
3	Line change Based on 13,000 yds. set up, undiscernable as above, I estimate 13 days @ 1,000 yds./day.	16	13

23 Mar 71 — Time Extension Request, Contract 7044

PA #	Item	Days Claimed	Days Recommednd
4	Purchase Anchor Blocks, etc.	6	0
	I feel that this agreement did not result in any delay to completion of the project and recommend no additional time be allowed therefor.		
5	Excavate Slide Material, 209-213	13	12
	Final pay quantity was 11,679.9 yards. Estimate 12 days @ 1,000 yards/day.		
SUBTOTALS		39	27

ORDERS FOR EXTRA WORK

No.	Item	Days Claimed	Days on which work was actually done
2	Clean outlet channels, 295-301	6	4
3	Dress slopes for grass	½	3
4	Reslope sand borrow site	1	1
5	Clean out fill slide, etc.	4	6
6	Extra clearing after slope staked, plus for line change	15½	20
7	Borrow for sand blanket	2½	3
8	Bench fills, 182-186, 215-217	3	6
9	Clear for slide removal, 209-213	2	3
10	Extend arch culvert	½	2
11	Winter storm damage	½	1
12	Relay culvert, 186	½	1
13	Slide removal & rock inlay, 204	10½	12
14	Granular backfill, 235-237	½	1
	SUBTOTALS	47	63

The contractor has claimed 47/63 = 74.6 % of all days on which any Extra Work was performed. Since the hours worked on different dates vary from ½ to 10 hours or more, without attempting to detail out each of the 63 days involved it is my opinion that 50 % of the total time would be fair to the contractor and to the State, and I recommend a maximum of ½ X 63 = 31½ days be allowed for Extra Work Orders.

WEATHER:

Date	Item	Days Claimed	Days Recommended
Aug 67	Fire conditions	9½	12
	Diaries indicate as many as 24 days to have been involved during the month. Recommend ½ X 24 = 12 days.		

23 Mar 71

Time Extension Request
Contract 7044

Date	Item	Days Claimed	Days Recommended
Sep 67	Fine conditions Though a total of 6 days was lost, no calendar days were charged during the period.	3	0
9/29	Rain Diary indicates grading work performed.	1	0
11/22/67	Rain Diary indicates grading work performed on this date.	1	0
67-68 winter season	Rain Specific weather information from the project site is spotty through the winter. Though the winter was admittedly a wet one, I believe the downtime should have been anticipated and was in fact taken into consideration in determination of the contract time. I recommend no additional time be allowed for this item.	116	0
May 68	Rain Conditions of record indicate that 10 days were lost due to inclement weather.	6	10
Jun 68	Rain Records show complete shutdown on 3 days due to rain, clearing and drainage work on the other days. A contractor should have been able to expect some grading weather by this time of the year. I recommend the 3 days be allowd, plus 1/3 of the remaining 27.	15	12
7/12/68	Rain Completely rained out, as claimed.	1	1
Aug 68	Rain Record substantiates only 9 days were too wet to work.	13	9
Sep 68	Rain Records verify the contractor's claim.	7	7

23 Mar 71

Time Extension Request
Contract 7044

Date	Item	Days Claimed	Days Recommended
Jun & Jul 69	Rain	13	24
	Records indicate that unseasonal weather prevented the contractor from working from June 20 to July 14.		
SUBTOTALS		185½	75

S U M M A R Y

I recommend that the contract time be increased without the assessment of liquidated damages as follows:

ITEM	DAYS REQUESTED	DAYS RECOMMENDED
Price Agreements	39	27
Extra Work Orders	47	31½
Unseasonal Weather	185½	75
TOTALS	271½	133½

Your concurrence is solicited.

H. H. Patterson
Resident Engineer

RECEIVED
APR 27 1971
FOR FILE
7044

April 27, 1971

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98401

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

Subject: TAR Company Contract No. 7044, Bond No. B-543761

Concerning the final and post final payments on this contract which you mentioned in your letter of March 31, 1971, I have attached a copy of a letter dated April 5, 1971, from V. E. Skoog, Controller, which states the reason the warrants have not been issued.

In the event that you might be able to get them signed, we have attached copies of the wage certification form consisting of two white copies and a pink. All three of the forms should be returned to us.

I checked with Mr. Bond concerning your request for an extension of time. The request is being worked on, but it is doubtful if it can be considered by the Highway Commission at its May 4 meeting.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

Attachment

bc V. E. Skoog
John A. Bond

UNITED PACIFIC
INSURANCE
COMPANY

SYMBOL
OF
SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98401 • AC 206 383-1481

April 23, 1971

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Floyd Query, Secretary
Oregon State Highway Commission

Dear Mr. Query:

United Pacific Bond B-543761
Principal: Tar Co.
Obligee: Oregon State Highway Commission
Contract: No. 7044 - Cape Lookout Sand
Lake Project

Please refer to our letter of March 31, 1971 concerning the final and post-final payments on this project. It has been over three weeks since these were submitted. Please advise when payments of these amounts will be made to United Pacific.

We also request you advise us when the Commission will take under consideration our request for extension of time. We would appreciate an answer in this regard as soon as possible.

Very truly yours,

Robert L Miller

Robert L. Miller
Bond Claim Department

jc

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
MAR 22 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 18, 1971

Mr. Paul R. Meyer
Kobin & Meyer
Attorneys at Law
610 S. W. Alder Street
Portland, Oregon 97205

RE: Cape Lookout-Sandlake Section
Contract No. 7044

Dear Mr. Meyer:

Mr. Query has forwarded your March 17 letter to this office. I can advise that we have released three separate estimates within the past month making payments on this project.

Post-Semifinal No. 18, Voucher approved March 3, 1971	$9,255.43
Final Estimate No. 19, approved March 15, 1971 (This payment included the refund of the last of the retainage in the amount of $3,000 plus the payments for Price Agreements 7, 8 and 9.)	$4,119.94
Post-final Estimate No. 20, approved March 16, 1971 (This was payment on some Extra Work Order bills.)	$ 530.40

The request for time extension on this project must be handled as an entirely separate matter and is being considered in a field office at this time. The request will be considered further and a recommendation submitted to the State Highway Commission, after which the contractor will be advised of their decision.

Very truly yours,

F. D. Morgan
Construction Engineer

By _____ NOTED FLOYD QUERY

John A. Bond
Construction Administration Engineer

JAB:fw
cc: United Pacific Insurance Co.
bc: Floyd Query
R. D. Asburry
H. H. Patterson

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

March 17, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon
Salem, Oregon 97310

ATTENTION: Mr. Floyd Query, Secretary

Gentlemen:

Subject: Cape Lookout-Sandlake Section
Contract No. 7044

We are attorneys for United Pacific Insurance Company.

Mr. Miller of United Pacific advises that you are retaining $3,000.00 out of the final retention. In addition you have in your possession the net amount of $289.31 on account of price agreements No. 7, 8 and 9.

In February of this year the contractor submitted to you adequate justification and supporting date in connection with its requests for appropriate extensions of time. It is our position that these extensions of time should be granted and all liquidated damages which you are holding (in the amount of $13,100.00) should be remitted.

All of the foregoing sums, totaling $16,389.31 should be made payable to United Pacific Insurance Company, as assignee of Tar Co.

Your prompt attention to this matter will be appreciated.

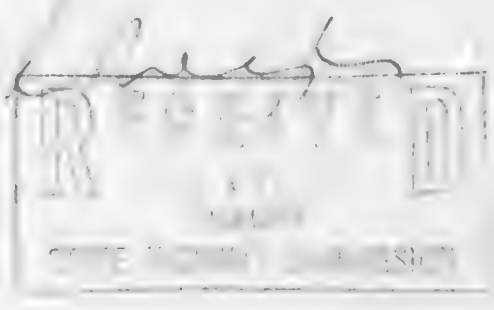
Very truly yours,

KOBIN & MEYER

By

NOTED
FLOYD QUERY

cc - H. H. Patterson
- John Bond
- Ernest G. Tischhauser
- Kenneth Neal
- United Pacific Ins. Co.



RECEIVED
MAR 18 1971
FOR FILING
5-432(C)
7014

March 17, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $530.40 will be made to TAR Co., assigned to United Pacific Insurance Company, on Contract No. 7014 for grading the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $240,004.61 including the post-final payment. Of the total $20,130.95 is for force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc TAR Co.
% Kenneth Neal
Route 1, Box 25
Gold Hill, Oregon 97525

Don Statham
1005 E. Main Street
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asbury

RECEIVED
MAR 18 1971
FOR FILING

March 17, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 4, 1971, we wrote to you concerning release of final payment on Contract No. 7044 awarded to T&R Co., assigned to United Pacific Insurance Company, for grading the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

Final payment on this contract is $4,119.94 and the total contract amount is $239,474.21 including $19,390.55 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc T&R Co.
% Kenneth Neal
Route 1, Box 25
Gold Hill, Oregon 97525

Don Stathos
1085 E. Main St.
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

RECEIVED
MAR 3 - 1971
FOR FILING

March 3, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 22, 1969 on Contract No. 7044. The contract was with TAR Company and was for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

DEPT
FEB 25 1971
5.432(5)
7044

UNITED PACIFIC
INSURANCE
COMPANY

SYMBOL
OF
SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98401 • AC 206 383-1481

February 24, 1971

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon

Mr. Floyd Query
Secretary
Oregon State Highway Division

Gentlemen:

United Pacific Bond B-543761
Principal: Tar Co.
Obligee: Oregon State Highway Division
Contract: No. 7044, Cape Lookout -
Sand Lake Project

This is to confirm our request of February 19, 1971 that retained funds of $12,255.43 on the above project be paid over immediately to United Pacific Insurance Company pursuant to our previous assignment, etc. As you know, the Department of Revenue released its garnishment of all funds withheld by the Highway Commission on this contract. Reference Assistant Attorney General Sorensen's letter of October 29, 1970 addressed to your office. Prompt receipt of the retained funds will be appreciated.

We have also received information that the required requests for extension of time and price agreements have been executed and sent to your Resident Engineer in Newport, Oregon. We request prompt processing of these documents which should result in additional funds becoming due and payable to the contractor and United Pacific. Thanks for your cooperation.

Very truly yours,

Robert L. Miller
Bond Claim Department

jc

cc: Kobin & Meyer
Mr. John Bond

NOTED
FLOYD QUERY

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number: 1-20	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-12-71	County: Tillamook
Modification number: 1		Project number: S-432(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 4, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 287,769	$ 292,769
Federal funds	$ 182,700	$ 185,900
Other revisions		

This modification is made for the following reasons:

To increase the estimated cost for the project by the additional work necessary to monument the right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of January, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For **R. E. Simpson**

Oregon State Highway Division

Federal-Aid
Project No. S-432(5)

CAPE LOOKOUT-SAND LAKE SECTION

OF FAS ROUTE 617 IN TILLAMOOK COUNTY

Salem, Oregon, January 5, 1971

Revised Project Agreement Estimate.

Type Code ROW
Right-of-Way Incidentals (Sta. 181+50 to Sta. 324+00)

Monument Right-of-Way Line	All Required		$ 5,000.00

Type Code 0010
Grading (Sta. 181+50 to Sta. 324+00)(Contract No. 7044)

Clearing and Grubbing	All Required		$ 28,000.00
Selective Removal of Timber	160 sq.ft.	3.00	480.00
Ditch Excavation, Unclassified	1,160 cu.yd.	0.75	870.00
General Excavation, Unclassified	411,000 cu.yd.	0.37	152,070.00
Embankment Foundation Excavation, Unclassified	7,850 cu.yd.	1.20	9,420.00
Overhaul	2,000 C-yd.sta.	.10	200.00
Finishing Roadbed and Slopes	2.81 mile	500.00	1,405.00
Trench Excavation	1,120 cu.yd.	1.00	1,120.00
Special Backfill in Drains	360 cu.yd.	6.00	2,160.00
Concrete Outlet Anchor Blocks	All Required		10,000.00
Loose Riprap	160 cu.yd.	3.00	480.00
18-inch Culvert Pipe	1,350 lin.ft.	5.00	6,750.00
24-inch Culvert Pipe	470 lin.ft.	7.00	3,290.00
30-inch Culvert Pipe	170 lin.ft.	9.00	1,530.00
36-inch Culvert Pipe	340 lin.ft.	13.00	4,420.00
60-inch Culvert Pipe	270 lin.ft.	25.00	6,750.00
66-inch Culvert Pipe	190 lin.ft.	44.00	8,360.00
60-inch Arch-Type Pipe	60 lin.ft.	30.00	1,800.00
6-inch Drain Pipe	1,030 lin.ft.	1.20	1,236.00
8-inch Drain Pipe	1,190 lin.ft.	1.75	2,082.50
12-inch Drain Pipe	460 lin.ft.	2.25	1,035.00
24-inch Pipe Diaphragm	4 only	50.00	200.00
60-inch Pipe Diaphragm	4 only	100.00	400.00
18-inch Culvert End Section	2 only	25.00	50.00
Debris Rack	2 only	500.00	1,000.00
			$245,108.50

Flagging (57-1/2% of Contractor's Cost)	All Required		$ 500.00
Slide Removal	All Required		4,000.00
Grass Planting and Seeding	All Required		12,000.00
			$ 16,500.00

Subtotal	$261,605.50
10% Engr. & Cont.	26,160.50
Total	$287,769.00

Length of Project - - - - 2.697 Miles
Cost of Roadway Per Mile- $106,699.66

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
R.O.W.	$ 5,000.00	$ 3,100.00	$ 950.00	$ 950.00
Grading	287,769.00	182,700.00	52,534.50	52,534.50
Total	$292,769.00	$185,800.00	$53,484.50	$53,484.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 529-1086

S-432(5)
7044

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-60) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
→		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-6-67	COUNTY
4		Tillamook
		PROJECT NO.
		S-432(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1 mi. N. of Sand Lake W. 2.5 mi.
Cape Lookout-Sand Lake Section of County FAS Route 617

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	2.697
OTHER (Specify)		

FUNDS FAS [illegible] 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 287,769	$ 182,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 4, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-432(5)

CAPE LOOKOUT-SAND LAKE SECTION

OF FAS ROUTE 617 IN TILLAMOOK COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code 0010
Grading (Sta. 181+50 to Sta. 324+00)(Contract No. 7044)

Clearing and Grubbing	All Required		$ 28,000.00
Selective Removal of Timber	160 sq.ft.	$ 3.00	480.00
Ditch Excavation, Unclassified	1,160 cu.yd.	0.75	870.00
General Excavation, Unclass.	411,000 cu.yd.	0.37	152,070.00
Embankment Foundation Excavation, Unclassified	7,850 cu.yd.	1.20	9,420.00
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Loose Riprap	160 cu.yd.	3.00	480.00
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24-inch Culvert Pipe	470 lin.ft.	7.00	3,290.00
30-inch Culvert Pipe	170 lin.ft.	9.00	1,530.00
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60-inch Pipe Diaphragm	4 only	100.00	400.00
18-inch Culvert End Section	2 only	25.00	50.00
Debris Rack	2 only	500.00	1,000.00
			$245,108.50

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
Slide Removal	All Required	4,000.00
Grass Planting and Seeding	All Required	12,000.00
		$ 16,500.00

Subtotal	$261,608.50
10% Engr. & Cont.	26,160.50
Total	$287,769.00

Length of Project - - - - 2.697 Miles
Cost of Roadway Per Mile- $106,699.66

Federal Funds -	$182,700.00
State Funds -	52,534.50
County Funds- -	52,534.50
	$287,769.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

NOV 6 - 1970

S-45-1(5)
1041

November 5, 1970

Department of Justice
State Office Building
Salem, Oregon 97310

Attention: Glen V. Sorensen
Assistant Attorney General
Tax Division

Gentlemen:

Thank you for your letter of October 29 advising us that the Department of Revenue hereby releases its garnishment of all funds held by the Highway Commission under the TAR Company Contract 7044 for grading the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

This information is being noted in our records and we will advise the surety, agent, principal contractor, and our Highway Controller of the receipt of your letter.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Ins. Co.
Dan Stathos
TAR Co.

V. E. Skoog
G. W. Wimer

CWH:fkn

NOTED ON CARD
11-5-70
fw

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDNG
SALEM, OREGON 97310
TELEPHONE: (503) 378-4494

TAX DIVISION

THEODORE W. DeLOOZE
CHIEF TAX COUNSEL

WALTER J. APLEY
TED E. BARBERA
GERALD F. BARTZ
IRA W. JONES
DONALD C. SEYMOUR
GLEN V. SORENSEN
ALFRED B. THOMAS
RICHARD A. UFFELMAN
ASSISTANT ATTORNEYS GENERAL

October 29, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Tar Co.
United Pacific Bond B-543761
Obligee: Oregon State Highway Commission
Contract #7044, Cape Lookout-Sand Lake
Project
(LS-483)

Dear Mr. Query:

This is to advise you the Department of Revenue hereby releases its garnishment of all funds held by the Highway Commission under the above-entitled contract. This release not only includes the funds under garnishment, but any additional funds that might be due and payable this project.

The Department of Revenue has negotiated a full and complete settlement with the Union Pacific Insurance Company for any obligations of Tar Company related to this particular project.

Very truly yours,

LEE JOHNSON
Attorney General

Glen V. Sorensen
Assistant Attorney General
Tax Division

GVS:ae
cc: Robert L. Miller
Kobin & Meyer

RECEIVED
OCT 1 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
MAY 25 1970
FOR FILING
S-4321(5)
7044

May 25, 1970

Mr. Glen V. Sorensen
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Dear Mr. Sorensen:

Mr. Wimer in his letter of May 21 mentioned that this office would furnish you the amount of money the State is withholding on Contract No. 7044 awarded to TAR Company for work on the Netarts-Sand Lake Tillamook County Road. Inquiry to our Construction Division indicates that the State is withholding as of this date $12,255.43.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jc

cc: United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401
Attention: Mr. Robert L. Miller

cc: G. W. Wimer

529-1086

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

May 21, 1970

Mr. Glen J. Sorensen
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Subject: Cape Lookout-Sand Lake Section
Netarts-Sand Lake Road
Tillamook County FAS 617
Contract 7044

Dear Mr. Sorensen:

Receipt of your May 15 letter is acknowledged. We also are interested in assisting with "the final wrap-up" of the subject contract.

The problem before was inability to contact the contractor, TAR Co. Since that Company's October 2, 1969, Power of Attorney was filed with the Highway Commission's Secretary, Floyd Query, October 15, 1970, we will now be able to proceed as follows:

1. Resident Engineer, H. H. Patterson, P. O. Box 37, Newport, Oregon, 97365, by a copy of this letter is instructed to resubmit Price Agreements 7 and 8. These each call for a slight reduction in bid items 7 and 8 respectively for work that wasn't done. These will be sent to Robert L. Miller per your instructions for signature by the United Pacific Insurance Company. Another Price Agreement to pay for some pipe on hand at the end of the project will be prepared after United Pacific Insurance Company furnishes the data to do so. Patterson will tell them what is necessary. He is also instructed to submit to United Pacific Insurance Company forms on which they can request a time extension be considered. This is not to say one would be granted. But if one was, it would reduce the liquidated damages that have been retained.

2. Our Final Payments section indicate there is nothing they now need, but I am sure when payment is finally authorized there will be vouchers sent out for signature.

3. As to the exact amount that is still being held, Mr. Query, through a copy of this letter is requested to obtain and furnish this information to you and Mr. Miller.

Floyd
Please do
GW
#12,255.43 as of 5-25

Very truly yours,

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: Floyd Query
F. D. Morgan
H. S. Cox
H. H. Patterson
Robert L. Miller

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

May 15, 1970

TAX DIVISION

CARLISLE B. ROBERTS
CHIEF TAX COUNSEL

WALTER J. APLEY
TED E. BARBERA
GERALD F. BARTZ
THEODORE W. DELOOZE
RICHARD A. UFFELMAN
IRA W. JONES
DONALD C. SEYMOUR
GLEN V. SORENSEN
ALFRED B. THOMAS

ASSISTANT ATTORNEYS GENERAL

RECEIVED
DIVISION ENGINEER - Division No. 2
MAY 18 1970
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

Mr. Raymond D. Asburry
Division Engineer
East Salem Highway Building
Salem, Oregon 97310

Re: Tar Co - Oregon State Highway Contract
No. 7044, Cape Lookout - Sand Lake
(LS 8322)

Dear Mr. Asburry:

This will confirm our conversation of May 15, 1970, in which I inquired as to whether or not the Highway Division would send to United Pacific Insurance Company, c/o Robert L. Miller, whose address is given below, the final wrap-up of the above-entitled contract.

As I understand from previous conversations with you, Tar Co. did not complete the contract in certain minor details and because of that the Highway Division felt that there should be some reduction in the amount due under the contract. Also from conversations with United Pacific Insurance Company, they indicate that there might be certain money due Tar Co. for extra work orders.

It is my understanding that United Pacific Insurance Company has the power of attorney to finalize this job for the contractor and will do so if the above material is submitted to them and is approved by their company.

10-2-69
Amended
10-15-69

It is also my understanding that the Highway Division is still holding the sum of $12,255.43 and the United Pacific Insurance Company is anxious to find out if that sum is firm. If there are any other questions in this regard I will be most happy to cooperate with you in any way possible.

When this material is forwarded to United Pacific Insurance Company I would be pleased if you would send me a copy of the cover letter showing that the material has been sent to them.

Very truly yours,

LEE JOHNSON
Attorney General

Glen V. Sorensen
Assistant Attorney General
Tax Division

GVS:mlm

cc: Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Mr. Paul Meyer
Attorney at Law
8th Floor Oregon National Building
610 S.W. Alder
Portland, Oregon 97205

Contract 1044 — Files

Received 2:10 PM 5-8-70 original sent to Legal 5-8 F.E.

State of Oregon

In the matter of a Tax Warrant for taxes due the State of Oregon from **Kenneth W. Neal, dba Tar Company** 541-34-0804

NOTICE OF GARNISHMENT

Oregon State Highway Department
Salem, Oregon
To **Attention: Floyd Query**

By virtue of Tax Warrant No. **DW 833402-66** to me directed, issued by the State Tax Commission of the State of Oregon and entered in Volume **21**, page **273**, of the Judgment Docket of the County of **Jackson**, State of Oregon, a certified copy of which you are herewith served, I hereby levy upon and garnish all property, moneys, debts, right and/or credits of every nature in your hands or under your control belonging or owing to said **Kenneth W. Neal, dba Tar Company** or so much thereof as will satisfy the claim of the State of Oregon, to wit $**14,405.79**, together with costs and additional statutory charges. You are hereby required forthwith to furnish to the undersigned a complete written statement of all such property, money, etc., and you are hereby notified to pay over and/or transfer the same to the undersigned.

Dated this 8 day of May, 19 70, at Salem, Oregon.

(Sheriff
(Field Agent
Agent
By V E Travis, ~~Deputy~~

(Form for your answer is provided on the reverse side hereof, ORS 29.280 provides that a return of this notice shall be filed within five days.)

OREGON REVISED STATUTES 23.181 - Exemption of Wages.

"(1) The earnings of any debtor for personal services performed by him shall be exempt from garnishment, or any other legal process as follows:

(a) Except as provided in paragraph (c) of this subsection, any earnings for personal services performed by a debtor and owing to him at the time of service of any garnishment, or any other legal process, shall automatically be exempt from the effect of such process to the extent of 50 percent of the amount thereof or $25, whichever is larger, up to a maximum exemption of $250 in any 30-day period.

(b) Any amount so exempted shall remain exempt from further legal process until paid to the debtor.

(c) No earnings of any debtor shall be exempt from any legal process issued to collect income tax owed to the state by such debtor or issued to enforce a judgment for damages for fraud.

(2) Every contract entered into by a debtor, the purpose or effect of which is to waive the right of exemption granted by this section, is void.

(3) "Earnings" as used in this section means that money owing after deducting state and federal taxes as required by law.

(4) A copy of this section shall be attached to or made a part of any legal process served on a garnishee."

Form 328

ANSWER TO GARNISHMENT

To Craig Mayfield, Department of Revenue, State of Oregon, Suite 105, 130 West Sixth, Medford, Oregon 97501

Sheriff of the County of ....., State of Oregon, or

Field Agent, State Tax Commission ....., Oregon.

In answer to the within Notice of Garnishment it is hereby certified that the following described property, etc., belonging to the within-named debtor is in the hands or under the control of the within named garnishee .....

.....

.....

That said described property, etc., is being transferred and/or paid with this return and that there is no other property of any kind of said debtor in the possession of the undersigned.

Dated this ..... day of ....., 19....., at ....., Oregon.

....., Garnishee.

STATE OF OREGON

County of Marion

Notice of Garnishment

In the matter of a Tax Warrant against

Kenneth W. Neal, dba Tor Company

DEPARTMENT OF REVENUE
STATE OF OREGON
Income Division
ALIAS" Salem, Oregon 97310

WARRANT
and Writ of Execution

Kenneth W. Neal 541-34-0804
552 Beach
Ashland, Oregon

District 8
Auditor
Warrant No. 833402
WARRANT DATE 2-3-69
Assessment Date
First Notice Date
Code DW 66

H. E. Harris, Agent Stratik — Marion County, Oregon
Account No. M18878 DW

Tax		$ 13,056.96
Collection Charge . . .	$ [illegible]	
Penalty	$	
Interest	$ 1,348.83	1,348.83
Total, tax, charge, penalty and interest . . .		$ 14,405.79
Amount of additional interest due on tax from date of warrant	$	
(Collect ½ of 1% per month or major fraction of a month from 3-31-70)		
Sheriff's mileage and fees	$	
TOTAL TO COLLECT	$	

To Sheriff:

Whereas, In pursuance of the provisions of the Acts of the Legislature and the people of the State of Oregon relating to excise and/or income taxes the above-named person or persons is or are liable to pay the tax or taxes assessed against him, or them, in the amount or amounts named hereinabove, together with penalties and interest prescribed by law for failure to pay said tax or taxes when the same became due; and whereas, thirty days have elapsed since said tax or taxes have become due, or five days have elapsed since the Commission has terminated the taxpayer's tax year; and whereas, said person or persons still neglect or refuse to pay the same: You are hereby commanded to levy upon, and sell so much of the goods, chattels, effects, or other property or rights to property, including stocks, securities, and evidences of debt, of the person or persons liable as aforesaid, or on which a lien exists for the tax or taxes, as may be necessary to satisfy the tax or taxes, with such additional amounts, including interest, as shown in the statement above, and also such further sum as shall be sufficient for the fees, costs, and expenses of the levy; but if sufficient goods, chattels, or effects are not found, then you are hereby commanded to seize and sell in the manner prescribed by law so much of the real estate of said person or persons, or on which a lien exists for the tax or taxes, as may be necessary for the purpose aforesaid. You will do all things necessary to be done in the premises and strictly comply with all requirements of law, and for so doing this shall be your warrant, of which make due return to the State Tax Commission at this office on or before the sixtieth day after the execution hereof.

Executed at Salem, Oregon, by direction of the

DEPARTMENT OF REVENUE

By _____

(SEAL)

STATE OF OREGON,
County of Marion } *ss.*

I hereby certify that I have compared the within warrant and writ of execution for collection of Withholding *taxes with the original warrant and writ of execution for collection of* 14,405 79 *taxes, as received by me from the State Tax Commission, and that the same is a true and correct copy of said original and of the whole thereof.*

.....

Sheriff of ..... *County, Oregon*

By .....
Deputy

LAW

If any tax imposed upon or measured by net income or any portion of such tax is not paid within 30 days after it becomes due (or within five days, in the case of the termination of the tax year by the commission under the provisions of ORS 314.440) and no provision is made to secure the payment thereof by bond, deposit or otherwise, pursuant to regulations promulgated by the commission, the commission shall:

(a) Assess a collection charge of $5 if the sum of the tax, penalty and interest then due exceeds $10.

(b) Issue a warrant under its hand and official seal directed to the sheriff of any county of the state commanding him to levy upon and sell the real and personal property of the taxpayer found within his county, for the payment of the amount of the tax, with the added penalties, interest, collection charge and the sheriff's cost of executing the warrant, and to return such warrant to the commission and pay to it the money collected by virtue thereof by a time to be therein specified, not less than 60 days from the date of the warrant. The sheriff shall, within five days after the receipt of the warrant, file with the clerk of his county a copy thereof, and thereupon the clerk shall enter in the judgment docket, in the column for judgment debtors, the name of the taxpayer mentioned in the warrant, and in appropriate columns the amount of the tax or portion thereof and penalties for which the warrant is issued and the date when such copy is filed. Thereupon the amount of the warrant so docketed shall become a lien upon the title to and interest in property of the taxpayer against whom it is issued in the same manner as a judgment duly docketed in the office of such clerk. The sheriff thereupon shall proceed upon the same in all respects, with like effect and in the same manner prescribed by law in respect to executions issued against property upon judgment of a court of record, and shall be entitled to the same fees for his services in executing the warrant, to be added to and collected as a part of the warrant liability. In the discretion of the commission a warrant of like terms, force and effect may be issued and directed to any agent authorized to collect income taxes, and in the execution thereof the agent shall have all the powers conferred by law upon the sheriffs, but is entitled to no fee or compensation in excess of actual expenses paid in the performance of such duty. If a warrant is returned not satisfied in full, the commission shall have the same remedies to enforce the claim for taxes against the taxpayer as if the people of the state had recovered judgment against the taxpayer for the amount of the tax, and shall balance his assessment record by transferring the unpaid deficiency to his delinquent record.

SHERIFF'S RETURN
on Warrant and Writ of Execution

Notice of sale: ..... (Dates)

By publication in ..... (Newspaper, town)

..... (County, state)

By posting notice at following places .....
.....
.....

Amount received from sale . . $.....

Cost of levy and sale . . . $.....

Net proceeds . . . . . $.....

STATE OF OREGON
County of ..... } ss.

To the State Tax Commission, Salem, Oregon:

I, ..., Sheriff of ..... County,

do hereby certify that I received the within Warrant and Writ of Execution on the ..... day of

....., 19....., and .....

..... (Action taken, property levied upon, etc.)

.....

.....

Done at ....., ... County, this .....

day of ....., 19.....

Sheriff

County of Marion

I hereby certify that I have compared the within warrant and writ of execution for collection of Withholding *taxes with the original warrant and writ of execution for collection of* 14,405 79 *taxes, as received by me from the State Tax Commission, and that the same is a true and correct copy of said original and of the whole thereof.*

Sheriff of ..... *County, Oregon*

By .....
Deputy

LAW

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(b) Issue a warrant under its hand and official seal directed to the sheriff of any county of the state commanding him to levy upon and sell the real and personal property of the taxpayer found within his county, for the payment of the amount of the tax, with the added penalties, interest, collection charge and the sheriff's cost of executing the warrant, and to return such warrant to the commission and pay to it the money collected by virtue thereof by a time to be therein specified, not less than 60 days from the date of the warrant. The sheriff shall, within five days after the receipt of the warrant, file with the clerk of his county a copy thereof, and thereupon the clerk shall enter in the judgment docket, in the column for judgment debtors, the name of the taxpayer mentioned in the warrant, and in appropriate columns the amount of the tax or portion thereof and penalties for which the warrant is issued and the date when such copy is filed. Thereupon the amount of the warrant so docketed shall become a lien upon the title to and interest in property of the taxpayer against whom it is issued in the same manner as a judgment duly docketed in the office of such clerk. The sheriff thereupon shall proceed upon the same in all respects, with like effect and in the same manner prescribed by law in respect to executions issued against property upon judgment of a court of record, and shall be entitled to the same fees for his services in executing the warrant, to be added to and collected as a part of the warrant liability. In the discretion of the commission a warrant of like terms, force and effect may be issued and directed to any agent authorized to collect income taxes, and in the execution thereof the agent shall have all the powers conferred by law upon the sheriffs, but is entitled to no fee or compensation in excess of actual expenses paid in the performance of such duty. If a warrant is returned not satisfied in full, the commission shall have the same remedies to enforce the claim for taxes against the taxpayer as if the people of the state had recovered judgment against the taxpayer for the amount of the tax, and shall balance his assessment record by transferring the unpaid deficiency to his delinquent record.

SHERIFF'S RETURN
on Warrant and Writ of Execution

Notice of sale: .....
(Dates)

By publication in .....
(Newspaper, town)

.....
(County, state)

By posting notice at following places .....

.....

.....

Amount received from sale . . $.....

Cost of levy and sale . . . $.....

Net proceeds . . . . . $.....

STATE OF OREGON
County of ..... } ss.

To the State Tax Commission, Salem, Oregon:

I, ..., Sheriff of ..... County,

do hereby certify that I received the within Warrant and Writ of Execution on the ..... day of

....., 19....., and .....

.....
(Action taken, property levied upon, etc.)

.....

.....

Done at ....., ... County, this .....

day of ....., 19.....

....., Sheriff

By ....., Deputy

SP*F475

RECEIVED
MAY 1970

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

C-432(5)
1044

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

May 7, 1970

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Floyd Query
Secretary
Room 121
State Highway Building

Re: Cape Lookout-Sand Lake Project
Tar Co. - contractor Contract #7044

Dear Mr. Query:

The following information is being placed in this letter to you so that the above numbered file will record the latest developments with respect to the payments made and the status of the contractor's liabilities.

On Monday, May 4, 1970, Mr. Glen Sorensen, Assistant Attorney General, formerly with the Highway Commission and now with the State Tax Division, came to my office to discuss a file which he had been handed by the Department of Revenue for handling. It appears that the Department of Revenue is still trying to recover from Tar Co. a large sum in back taxes.

Apparently in an effort to make some payment on these taxes the contractor executed an assignment in June, 1968, of all sums due and to become due on this contract to the North Medford branch of the United States National Bank. The United Pacific Insurance company, the bonding company on this contract, consented on June 6, 1968 to the assignment of all such funds except the retained percentage. As I understand it from Mr. Sorensen, some $16,000 was paid to the United States National Bank by the Highway Commission pursuant to the assignment.

Thereafter, and before the bank had paid any of the sum of money to the Department of Revenue, the bonding company notified the bank to make no such payment without the consent of the surety. The surety claims it has paid out large sums of money for labor and material and that since the assignement is subject to the provisions of ORS 366.420, the bonding company is, by reason thereof, subrogated to the rights of such claimants in the fund held by the bank.

cc ✓

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

More recently the United Pacific Insurance Company has taken an assignment from the contractor, dated in October, 1969, to all of the retained percentages held by the Highway Division. It appears that the retainage presently being held is in the amount of some $12,000 plus dollars. This retainage has not been paid by reason of the fact that certain price agreements have not been executed by the contractor allowing the final estimate to be completed.

General files verify the fact that there have been numerous claims made for labor and material furnished on this project, all of which have been forwarded to the bonding company, and which would indicate that the bonding company has many obligations to satisfy unless otherwise cleared by the contractor himself.

Since all of the funds due on the contract have apparently been assigned by the contractor to either the bonding company or the bank, there appears to be nothing presently required of the Highway Division in regard thereto pending the resolution by the two organizations of their differences or their resort to litigation.

Very truly yours,

LEE JOHNSON
Attorney General

G. E. Rohde
Assistant Attorney General
Trial Division

GER:hg
cc - Mr. L. I. Lindas

Returned herewith: Folders #1 and #2 #7044
Cape Lookout-Sand Lake Section
of FAS 617 (Grading) S-432(5)

RECEIVED
APR 22 1970
FOR FILING
S-4132(1)
7044

April 22, 1970

United Pacific Insurance Co.
Bond Claim Department
Box 1216
Tacoma, Washington 98401

Attention: Robert L. Miller

Gentlemen:

State Highway Contract No. 7044 awarded to TAR Company was completed September 22, 1969, but has not yet been accepted by the Commission.

The retained percentage at this time is $12,255.43.

Attached is a copy of the semi-final estimate.

It appears that acceptance of the project is being held up because TAR Company has not returned a price agreement pertaining to final cleanup of the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

Attachment

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

April 15, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

United Pacific Bond B-543761
Tar Co.
Obligee: Oregon State Highway Department
Contract: #7044 Cape Lookout - Sand Lake
Project

Reference your letter of November 12, 1969, addressed to this office, we would appreciate receiving further information concerning the current status of this project. If the project has been completed and accepted by the Highway Commission, kindly advise date of acceptance and also advise the amount of contract funds, including retained funds, currently withheld by the Oregon State Highway Commission on this project.

For your information, United Pacific has paid labor and material claims and suits totalling in excess of $10,000 to date on this project. It further appears that additional claims against the bond are pending. Consequently, we are endeavoring to get this contract closed out and final payments to the contractor and surety.

Your prompt response would be appreciated.

Very truly yours,

Robert L Miller
Robert L. Miller
Bond Claim Department

jjt

P.S. Would you also send us a copy of the final or semi-final estimate on the project. The last estimate forwarded to us was Estimate #16.

4-22-70 Returned 17,255.43

RECEIVED
APR 21 1970
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1970
OREGON STATE
HIGHWAY DIVISION

Claim 445

FILED
JAN 30 1970
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 29, 1970

Mr. C. Ray Johnson
Attorney at Law
309 Laurel Avenue
Tillamook, Oregon 97141

Dear Mr. Johnson:

This is to acknowledge receipt of your claim letters of January 20 and 22, 1970, addressed to the attention of our H. H. Patterson, Resident Engineer, stating that TAR Construction Company owes your client, H. L. Randall for caterpillar and loader work and trucking in the amount of $3,166.99. From the description given in your letter, this appears to be in connection with the TAR Company Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

The United Pacific Insurance Company through Don Stathos, 1005 E. Main Street, Medford 97501, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the agent of the receipt of this claim and we will also forward it to the Secretary of State for filing. This filing will protect Mr. Randall's claim under the bond.

The State does not make payment of claims, but looks to the prime contractor and surety for such payments. Contract payments are not withheld by us unless requested by the surety.

Please inform this office when your client's claim has been satisfied.

RECEIVED
FEB - 2 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

NOTED ON CARD
2-2-70 CR

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc United Pacific Ins. Co.
Don Stathos
TAR Company

bc Commission
H. H. Patterson
Secretary of State

C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

January 22, 1970

Oregon State Highway Department
Salem, Oregon

Attn: H. H. Patterson, Resident Engineer

Re: Cape Lookout - Sandlake Sec.
FAS617
Contract No. 7044
Ken Neal, dba Tarco Construction

I represent Mr. Harry Randall, also known as H. L. Randall, of Route 2, Box 445, Tillamook, Oregon 97141 who performed work on the above-captioned State project for Ken Neal, dba Tarco Construction Company. The latter has failed to make payment of the sum of $3,166.99 to Mr. Randall and this amount has been owing since Mr. Randall completed the work undertaken, such completion having occurred on September 10, 1969. Repeated demands on Mr. Neal for payment have brought no funds and to the extent that this contractor is bonded I shall appreciate your advising me if payment may be made to Mr. Randall for his services, such services having involved caterpillar work, loader work and trucking.

C. RAY JOHNSON
CRJ:hm

P. S. This is essentially the same letter that I directed to you on January 20, the January 20 letter having, by inadvertence, omitted the dollar figure.

RECEIVED
JAN 26 1970
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

January 20, 1970

Oregon State Highway Department
Salem, Oregon

Attn: H. H. Patterson, Resident Engineer

Re: Cape Lookout - Sandlake Sec.
FAS617
Contract No. 7044
Ken Neal dba Tarco Construction

I represent Mr. Harry Randall, also known as H. L. Randall, of Route 2, Box 445, Tillamook, Oregon 97141 who performed work on the above-captioned State project for Ken Neal, dba Tarco Construction Company. The latter has failed to make payment of the sum of $_____ to Mr. Randall and this amount has been owing since Mr. Randall completed the work undertaken, such completion having occurred on September 10, 1969. Repeated demands on Mr. Neal for payment have brought no funds and to the extent that this contractor is bonded I shall appreciate your advising me if payment may be made to Mr. Randall for his services, such services having involved caterpillar work, loader work and trucking.

C. RAY JOHNSON
CRJ:hm

RECEIVED
JAN 22 1970
OFFICE OF
RESIDENT ENGINEER
NEWPORT, OREGON

RECEIVED
FEB 17 1970
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1970

To: John Bond
STAFF ASSISTANT

SUBJECT: Claims
Cape Lookout-Sand Lake Section
Tillamook County FAS 617
Contract No. 7044

Copies of C. Ray Johnson's January 20 letter submitting a claim on behalf of Harry Randall and H. H. Patterson's January 23 letter of acknowledgement have been received in this office.

There are so many other claims on file against Kenneth Neal and Tar Company that I believe some review and consideration should be given towards formal notification of the bonding company.

R. D. Asburry
DIVISION ENGINEER

by _____

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

Attach.

2/10/70
Copies to Asburry
Jones Johnson
Bond

Routing

Morgan
Decker
Bond
Walker
Soehma
Johnson
Peasa
Swan
Olson
Litchfield
Gallagher
Olson

RECEIVED
JAN 28 1970
CONSTRUCTION
DIVISION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

529-1086

OREGON STATE HIGHWAY DEPARTMENT

P. O. Box 37
Newport, OR 97365
January 23, 1970

RECEIVED
DIVISION ENGINEER - Division No. 2
JAN 26 1970
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☒ ☐ ☐

Mr. C. Ray Johnson
Attorney at Law
309 Laurel Avenue
Tillamook, OR 97141

Re: Cape Lookout-Sandlake Sec.
FAS 617
Contract No. 7044
Ken Neal dba TAM Co.

Your letter of January 20 on the above-named subject has been received at this office.

To the best of my knowledge it is not the policy of the Highway Commission to make direct payment to a third party in matters of this kind. I am, however, taking the liberty of forwarding your letter to the Highway Commission Secretary, Mr. Floyd Query, for recording as a claim on this project, and am also forwarding a copy to the contractor, TAM Co., 4100 Crater Lake Highway, Medford 97501, to the attention of Mr. Kenneth Neal, hopefully for early resolution.

Very truly yours,

H. H. Patterson

H. H. Patterson
Resident Engineer

cc: F. D. Morgan
Floyd Query
A. D. Asbury
TAM Co.

C. RAY JOHNSON
ATTORNEY AT LAW
309 LAUREL AVENUE
TILLAMOOK, OREGON 97141
TELEPHONE 842-2553

January 20, 1970

Oregon State Highway Department
Salem, Oregon

Attn: H. H. Patterson, Resident Engineer

Re: Cape Lookout - Sandlake Sec.
FAS617
Contract No. 7044
Ken Neal dba Tarco Construction

I represent Mr. Harry Randall, also known as H. L. Randall, of Route 2, Box 445, Tillamook, Oregon 97141 who performed work on the above-captioned State project for Ken Neal, dba Tarco Construction Company. The latter has failed to make payment of the sum of $_____ to Mr. Randall and this amount has been owing since Mr. Randall completed the work undertaken, such completion having occurred on September 10, 1969. Repeated demands on Mr. Neal for payment have brought no funds and to the extent that this contractor is bonded I shall appreciate your advising me if payment may be made to Mr. Randall for his services, such services having involved caterpillar work, loader work and trucking.

C. RAY JOHNSON
CRJ:hm

RECEIVED

RECEIVED
JAN 8 - 1970

4445

FILED
DEC 31 1969
CLAY MYERS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 30, 1969

State of Oregon
Bureau of Labor
115 Labor and Industries Bldg.
Salem, Oregon 97310

Attention: Mr. N. O. Nilsen
Commissioner

Gentlemen:

This is to acknowledge receipt of your letter of December 17 and attached copy of your affidavit which states that Robert D. Farance supplied work, labor and services for TAR Co.-Kenneth W. Neil in the amount of $297.74.

The affidavit states that this unpaid wage claim is in connection with the TAR Co. Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

The United Pacific Insurance Co. through Don Stathos, 1005 E. Main Street, Medford, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

Following our normal procedure, we will advise the surety and the agent of the receipt of this claim and we will also forward it to the Secretary of State for filing. This action will protect Mr. Farance's claim under the bond.

Please advise this office when Mr. Farance's claim has been paid.

RECEIVED
JAN 2 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: United Pacific Insurance Co.
Don Stathos
TAR Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
1-6-70 CR

AFFIDAVIT

I, N. O. Nilsen, Commissioner of the Oregon Bureau of Labor, being first duly sworn on oath depose and say:

That Robert D. Farance supplied work, labor and services for Tar Co. - Kenneth W. Neil. Said labor was performed while working as a scraper operator on a state highway project in Cape Lookout, Oregon, contract no. 7044.

That Robert D. Farance has an unpaid wage claim against Tar Co. - Kenneth W. Neil in the amount of $297.74, which wages were earned while working on the above-described state highway project.

That Robert D. Farance has assigned his wage claim to the Labor Commissioner of the State of Oregon.

That this Affidavit is filed pursuant to ORS 279.515.

Dated this 17 day of December, 1969.

N. O. Nilsen

Subscribed and sworn to before me this 17 day of December, 1969.

Marguerite Boeger
NOTARY PUBLIC FOR OREGON
My Commission Expires: January 30, 1971

S-432(5)

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cape Lookout-Sandlake		WEEK ENDING: 27 Dec 69
		SECTION PREFIX: 529-1086
HIGHWAY: FAS 617		COUNTY: Tillamook
NAME OF JOB: Cape Lookout	KIND OF WORK: Grading	
CONTRACTOR: TAR Co.	CONTRACT NUMBER: 7044	FEDERAL AID PROJECT NUMBER: S-432(5)
DATE OF CONTRACT: 26 Jun 67	DATE WORK STARTED: 11 Jul 67	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 425	CALENDAR DAYS USED * 556
PROJECT AUTHORIZATION: $301,059.56	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 131
EXCLUSIVE OF ENGINEERING: $279,650.58	ENGINEERING AUTHORIZATION $21,408.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $247,891.01	ENGINEERING COST TO DATE $52,054	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 13 %	PERCENT OF AUTHORIZATION . . . . . 243 %	DATE PROJECT WAS COMPLETED: 22 Sep 69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.81				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.81				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	411,000				
TOTAL QUANTITIES CORRECTED TO DATE	393,180				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	393,180				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	showers			
MONDAY	rain			
TUESDAY	rain			
WEDNESDAY	showers			
THURSDAY	cloudy			
FRIDAY	showers			
SATURDAY				

RECEIVED
DEC 29 1969
CONSTRUCTION
District

NOTED
R. D. CHURCH

DEAN G. FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was completed and submitted to Division office on Wednesday, though contractor has still not furnished prices for excess pipe to be purchased by price agreement; also a couple of EWO billings are still outstanding.

* Calendar days count shown on face of this report has been reduced to reflect a completion date of 22 Sep 69, as per letter from Construction Engineer which was received in the field office after submittal of SF estimate.

THIS IS THE FINAL WEEKLY REPORT FROM THE FIELD OFFICE ON THIS PROJECT.

SIGNED H. R. Patterson LOCATION Newport 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

DEPARTMENT
NOV 13 1969
FOR FILING

S 4532(c)
7044

November 12, 1969

United Pacific Insurance Co.
Box 1216
Tacoma, Washington 98401

Attention: Mr. Robert L. Miller
Bond Claim Department

Gentlemen:

Contract 7044 awarded to TAR Co. for work on the Cape Lookout-Sand Lake Project in Tillamook County has not been formally completed nor accepted.

It is my understanding that there are some negotiations underway with the contractor on a price agreement. Our records indicate that we are holding as retain percentage approximately $12,250.

It is expected that we will receive notification of completion in the near future. Acceptance of the contract, of course, will be later. As soon as we can, the retained amount will be forwarded to the surety company according to the assignment recently approved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Vern Skoog
Attn: John Herr

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

November 7, 1969

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Mr. Floyd Query, Secretary

Gentlemen:

United Pacific Bond B-543761
Principal: Tar Co..
Obligee: Oregon State Highway Commission
Contract No. 7044-Cape Lookout - Sand Lake Project

Reference our previous correspondence relating to the above project, we would appreciate receiving a copy of the post final or final estimate on this project. We understand the work was completed and may have been accepted by the Oregon State Highway Commission by this time. If so, please advise date of acceptance.

We also request you inform us when we can anticipate receipt of final job funds, more specifically, the retained percentage withheld by the State of Oregon on this contract. United Pacific has been served with a lawsuit filed in Multnomah County by Armco Steel for the amount of $4947.25, plus cost and attorney fees. We understand there are additional outstanding labor and material claims, some of which have been filed with the State of Oregon, which could approximate $4,000. These are in addition to the potential claim of the State of Oregon, Department of Revenue which we are currently attempting to work out with the State of Oregon, Department of Revenue. So, prompt remittance of the retained percentage will be appreciated.

Very truly yours,

Robert L Miller
Robert L. Miller
Bond Claim Department

cc: Kobin & Meyer
Attorneys at Law

jjt

11-10-69 not yet accepted (completed) negotiations underway on T.A.
9-10-69 $12,255.43 retained

RECEIVED
NOV 10 1969
STATE HIGHWAY COMMISSION

RECEIVED
NOV 7 - 1969

FORM E-30 (12-67)

FOR FILING

F-4221(5)
1144

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1969

To: H. H. Patterson
RESIDENT ENGINEER

SUBJECT: Calendar Day Count
Cape Lookout—Sand Lake Section
Netarts—Sand Lake Road
Tillamook County FAS 617
Contract No. 7044 - Prefix #529-1086

I have had you continue the calendar day charges on the Cape Lookout project hoping this would help secure a response to your September 23 letter. It has not done the job.

Therefore, we might just as well cease further charges and make a retroactive correction to the calendar day charges. R. D. Asburry's September 16 letter sent September 22 as the date the project would be taken over for completion with outside forces. That particular date was a Monday. I do not believe it proper to charge for the preceding weekend.

Accordingly charges should be made through Friday, September 19 and calendar day charges since then rescinded.

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer
Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: F. D. Morgan
G. E. Robde
Floyd Query
Lyle Rems

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
NOV 7 - 1969

4433

FILED
NOV - 4 1969
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

S-432(5)
1144

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 3, 1969

Mr. Elbert Leonnig
Route 2, Box 893
Tillamook, Oregon 97141

Dear Mr. Leonnig:

Mr. R. D. Asburry, Division Engineer, has forwarded to us your itemized statement in the amount of $584.50 for backhoe work furnished to TAR Company on Highway Contract 7044.

We will forward this itemized statement to the Secretary of State for filing. This will be made a part of your claim letter, which was filed with them on October 3, 1969, and assigned their File No. 4433. We will also forward copies to the surety and agent for their information.

NOTED ON CARD
11-5-69 CR

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
Don Stathos
TAR Company

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed letter.

RECEIVED
NOV 5 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
Nov 4 8 37 AM '69
CLAY MYERS
SECRETARY OF STATE

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 20 1969
ROUTING
ASBURRY ☑ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

Tillamook, Ore.
Oct. 17, 1969

R. D. Asbury, Div. Engineer,
Salem, Ore.

Dear Mr. Asbury,

We appreciated your concern over our claim for the work which was done for the Tax Co. We also received a letter from the Hy. Commission Sec. stating that they would also forward the letter to the Sec. of State for filing.

We were wondering if we shouldn't have sent a statement of the work along with that little note it is to go on file. Anyway, I am enclosing one & if you think it would be needed, would you forward it plead? Otherwise, disregard it.

If you have any news of some late development on this, would you write us, please? We don't like being a nuisance, but we could surely use the money at this time if it is at all possible to get it. Sincerely,
Thanks again. E. Mae Ludwig

Statement

Contract # 7044

IN ACCOUNT WITH

Elbert Lemmig

Rt. 2 Box 893. Dillard, Ore.

Oct. 17, 1967

Tax Co.

4101 Crater Lake Hwy.

Medford, Ore.

attn. Kenneth Neal

aug	21	Barker (cont-8 hrs				
"	"	" mail slip			30	00
"	22	" - 8 "				
"	25	" - 8 "				
"	26	" - 6 1/2 "				
"	27	" - 3 "				
Sept	8	" - 8 "				
"	"	" mail slip			30	00
"	9	" - 8 "				
		49 1/2 hrs @	11.50		569	25
		Tax		3%	17	08
					586	33
		This work was done at the				
		Cap Lumber Land Tax Co.				
		location in Tillamook County.				

COAST PRINTING

RECEIVED
OCT 16 1969
FOR FILING
S-4332(5)
7044

October 16, 1969

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Paul R. Meyer

Gentlemen:

Attached is a signed copy of an Assignment of Retained Funds on our Contract No. 7044 awarded to the TAR Company, to the United Pacific Insurance Company, 728 St. Helens Avenue, Tacoma, Washington 98402.

You will note that immediately above the signature for receipt that we have inserted following the word "assignment," the words "subject to ORS 366.420." This pertains to the rights of laborers and material men who may be involved in this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

Attachment

cc V. E. Skoog
Alan H. Johansen

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, TAR Co., Route 1, Box 25, Gold Hill, Oregon, hereinafter called Assignor, hereby assigns, transfers and sets over to United Pacific Insurance Company, a Washington corporation, hereinafter called Surety, all retained funds withheld by the State of Oregon which are now due or which may hereafter become due under the following described contract:

State of Oregon, Oregon State Highway Commission Contract #7044, Cape Lookout, Sand Lake grading project.

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all retained monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all retained funds which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the retained monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is contractor and such business is or will be carried on out of Gold Hill, Oregon.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 26th day of September, 1969.

TAR CO.

By Kenneth W. Neal
Kenneth W. Neal, President

SWORN AND SUBSCRIBED TO before me this ~~26th~~ 2nd day of ~~September~~ October, 1969.

Robert L Meyer
Notary Public in and for the State of Oregon, ~~County of Lane~~

My commission expires 5/7/70

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By Robert L Miller

subject to ORS 366.420

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

Oct. 15 1969

Floyd Emery, Secty
OREGON STATE HIGHWAY COMMISSION

~~By~~

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1969

To:

SUBJECT: Assignment by TAR Co.
Contract No. 7044

Mr. Floyd Query
Secretary
B u i l d i n g

As requested in your letter of October 7, 1969 to Mr. Rohde, we have reviewed the subject Assignment of retainage, and it appears to be in order.

One thing to be noted is that this Assignment, as well as the earlier one of all contract funds except retainage, must be subject to the provisions of ORS 366.420, relating to the rights of laborers and materialmen. Hence, at the bottom of the Assignment form, at the place for acknowledging receipt and acceptance of the Assignment, in the first line, following the word Assignment, you should interline the words "subject to ORS 366.420". This qualification of our acceptance might also appropriately be mentioned in the transmittal letter returning the form to the Surety Company.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

cc: Mr. G. E. Rohde
Mr. Vern Skoog

Salem, Oregon
October 7, 1969

Contract No. 7044

Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Attached is a copy of an Assignment executed by Kenneth W. Neal, President of TAR Company, in favor of United Pacific Insurance Company, the surety, on TAR Company Contract No. 7044.

It is noted that the Assignment pertains to all retained funds withheld on this contract. This is mentioned because on May 31, 1968, the surety wrote us a letter consenting to an Assignment from TAR Company to the U. S. National Bank of Oregon, North Medford Branch, of contract funds except for retained percentages. It appears that there is no conflict in these Assignments.

Will you please let us know if there is any reason why we should not accept the Assignment, which is attached.

Floyd Query, Secretary

FQ:fkn
Attachment

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

223-1108

October 3, 1969

Mr. Floyd Query
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Subject: Your Contract No. 7044 with TAR Co., Cape Lookout, Sand Lake Grading Project

We are attorneys for United Pacific Insurance Company, surety on the above job. We enclose original and copy of assignment executed by TAR Co. relative to payment of all retained funds now due or which may hereafter become due on the above contract to United Pacific.

United Pacific claims rights to these retained funds not only under the enclosed assignment, but by virtue of its equitable rights as surety.

Please acknowledge receipt of the assignment on one of the enclosed copies and return it to this office.

Very truly yours,

KOBIN & MEYER

By Paul Meyer

Enclosures
cc - United Pacific Ins. Co.

RECEIVED
OCT - 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1969
FOR FILING

S-4352(5)
7044

October 16, 1969

Howard Cooper Corporation
8501 N.E. Killingsworth
Portland, Oregon 97220

Gentlemen:

A Notice of Garnishment, No. 69-292-L, Howard Cooper Corporation, Plaintiff vs Kenneth W. Neal, Defendent, was served on the Highway Auditor on October 13, 1969.

The garnishment is being returned to the Marion County Sheriff with a note that the Oregon State Highway Division has no funds which are due Kenneth W. Neal as an individual. You are probably aware that Mr. Neal is a member of the TAR Company, an Oregon Corporation, which holds our Contract No. 7044.

If the claim which you have against Mr. Neal pertains to Contract 7044, you should file the claim with this office so that it can have the protection of the bond which is issued with this contract. If you make the claim, it may be in the form of a letter in which you state the material or service that was furnished, when, where, and the amount. We will acknowledge it, forward a copy to the Secretary of State, as well as advise the contractor and the surety of receipt of the claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

Cer

NOTED
C. W. HEAD

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1969

To:

SUBJECT: Notice of Garnishment
Howard Cooper Corporation
vs.
Kenneth W. Neal
Jackson County Circuit
Court No. 69-292-L

Mr. Floyd Query
Secretary
B u i l d i n g

We have examined the subject Garnishment and Execution and, based upon the information made available to us, it appears that a "nothing owing" return should be made.

We note that Kenneth W. Neal executed our Contract No. 7044 as President of TAR Co. However, Howard Cooper Corporation's action is not against TAR Co. but against Kenneth W. Neal individually. The TAR Co., even if wholly owned by Mr. Neal, is a distinct legal entity and the TAR Co.'s right to receive contract payments or other property of the TAR Co. is not subject to execution for Mr. Neal's individual debts.

Incidentally, we did check with the Corporation Division on October 14 and found that the TAR Co. is indeed a valid Oregon corporation, although it is reportedly delinquent in its annual corporation fees for the years 1968 and 1969. We also learned that the Highway Division's current list of prequalified contractors does not include Kenneth W. Neal as an individual. Accordingly, we assume that Mr. Neal, as an individual, has no subsisting contracts with the Highway Division, and that no moneys are owed to him in any other connection.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

cc: Mr. G. E. Rohde
Mr. Vern Skoog

Garnishment forms returned to Sheriff Utterback, Oct 15 1969 - "nothing owing"
F. Query

RECEIVED
OCT 3 - 1969

4433

FILED
OCT - 3 1969
CLAY MYERS
SECRETARY OF STATE

FOR FILING
OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 2, 1969

S-4132(5)

7044

Mr. Albert Leonnig
Route 2, Box 693
Tillamook, Oregon 97141

Dear Mr. Leonnig:

Mr. R. D. Asburry, Division Engineer, has forwarded to us your recent claim letter stating that Kenneth Neal owes you for backhoe work in the amount of $584.50.

From the description given in your letter, this appears to be in connection with the T&R Co. Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

The United Pacific Insurance Company through Don Stathos, 1005 East Main Street, Medford, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:cr

cc: United Pacific Insurance Company
Don Stathos
T&R Co.
Commission
R. D. Asburry
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
10-3-69 CR

RECEIVED
OCT 3 - 1969
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

September 19, 1969

Mr. Elbert Leonnig
Route 2, Box 893
Tillamook, Oregon

Subject: Unpaid Bill
Cape Lookout-Sand Lake Section
Netarts-Sand Lake Road
Tillamook County FAS 617
Contract #7044 - Prefix #529-1086

Dear Mr. Leonnig:

It was indeed a surprise and a pleasure to see you on the subject project September 9 and renew our acquaintance.

In answer to the questions in your September 16 letter, the amount of time that a percentage is retained by the State varies from project to project depending upon the time needed to check the quantities, process the bills and vouchers and make final payment. This particular project has not been completed and this particular process has not started but we are in discussion with the contractor about such. It is my understanding that some of his equipment that remains on the job site has been attached relative to payment of back taxes.

I am taking the liberty of forwarding your letter to the Highway Commission Secretary for recording as an unpaid claim on this project and sent a copy to the contractor, TAR Co., 4100 Crater Lake Highway, Medford, to the attention of Kenneth Neal, hopefully for early resolution.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA/jw/cg

cc: F. D. Morgan
Floyd Query
H. H. Patterson
Tar Co.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Tillamook, Ore
Sept. 16 -- 69

RECEIVED
DIVISION ENGINEER - Division No. 2
SEP 17 1969
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

State Hy Dept Dist Ore.
Salem, Ore.

Dear Bow Ackerly,

Did taken the liberty of writing you personally, as I feel I do know you somewhat. This is in regards to the work which I done for Kenneth Nelson on the Sandlake Cape Lookout road.

I have completed the Sandlake work for him and the amount of $584.50 He promised to mail me a check for the work I done on Aug 9. Since he still had another couple 9 days work on Sept. I didn't press him. So, I worked the 8th & 9th of Sept. & he said he'd mail me a check. It's been a week ago.

Could you tell me how long the State holds back the percentage from him? Do you need much on need of the money I am hoping you can advise me on it. Don't mind telling to you the 'Tilt Way.

Sincerely,
Elliott Dennis

By Montgomery

Elbert Leonnig
Rt. 2 Box 893
Willamette, Ore.

State of Oregon Highway Dept
Salem, Oregon

attn: Mr Ackerly

RECEIVED

STATE COPY

FORM PR-23C
(REV. 3-69)

cc: OSHD (Young)
Wash DC
Region

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7041

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

OK

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon
REGION NO.: 10
COUNTY: Tillamook
PROJECT NO.: S-432(5)
DATE OF INSPECTION: 9-19-69

SIGNATURE: R. D. Gurley
TITLE: Asst Programing Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. E. O'Neil, Asst Area Engr

IN COMPANY WITH: Gerald Winer and Ed Johnson, OSHD

CONTRACTOR'S NAME: Tar Co. Medford, Oregon

CONTRACT AMOUNT: $ 245,108.50

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade and drain (future two 10' lanes with bituminous surface with 2' shoulders)

7-11-72

al

cc Young

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 24 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
0010	2.697	24

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)

COPY SENT

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

JUL 06 1972

REGIONAL OFFICE

CAPE LOOKOUT - SAND LAKE SECTION
TILLAMOOK COUNTY

The work on this project was started on July 11, 1967. The contract was to be terminated on September 22, 1969. Because of the lack of progress on the project and the urgency of getting the project completed before the fall rains set in, it was decided that the remaining work, consisting of general cleanup and finishing work, would be performed by outside forces.

As a consequence, two Price Agreements were written, penalizing the contractor for failure to complete these items. PA #7 reduced the payment for a portion of the item "Finishing Roadbed and Slopes" by

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE:
TITLE: P. V. Riedl Area Engr
DATE: 7-3-72

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE:
TITLE: Acting Division Engineer
DATE:

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

JUL

15%, or $75.00 per mile, the net reduction being $129.75. PA #8 reduced the payment for the item "Clearing and Grubbing" by $700.00, this being the estimated value of the work left undone by the contractor (disposal of a number of stumps in various locations, plus numerous sticks and limbs, etc.).

The project was called complete as of September 22, 1969. The project was set up to be completed within 425 days; 556 calendar days were used to complete the project. Liquidated damages for 131 days at $100 per day have been assessed.

The County has already placed a gravel surface which is nonparticipating.

Lineal measurements of the completed work indicate that the project was constructed in reasonable conformance with the dimensions shown on the approved detail estimate.

There are no apparent unauthorized right of way encroachments.

The State's Certificate of Materials having been received and filed March 5, 1970, acceptance of this project is recommended.

RECEIVED
JUL 7 1972
STATE AID ENGINEER

RECEIVED
SEP 22 1969

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

S-432(5)
7044

Rod
Morgan
Decker
Boehme
Johnsen
Pease
Swen
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 1 3 1969
CONSTRUCTION
DIVISION

September 16, 1969

TAR Co.
4100 Crater Lake Highway
Medford, Oregon 97501

Subject: Cape Lookout-Sand Lake Section
Tillamook County FAS 617
Contract #7044 - Prefix #529-1086

Gentlemen:

The State Highway Division has been greatly concerned regarding the lack of progress on the subject project. This fact has been conveyed to you both verbally and by letters dating as far back as August 13, 1968.

It is imperative that this project be completed before the fall rains set in which would in all probability cause severe damage to the partially completed project. Recent progress on this project has not been encouraging.

An inspection of the project on September 16 disclosed that no work was being performed by you on the project as of that date. To insure that this project is completed this fall, we are bringing in outside forces as of September 22, 1969, to perform the remaining work to be done on the contract. The cost of completing the contract may in turn be backcharged against the contract.

If you have any questions regarding this matter, please feel free to contact this office.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA/cg

cc: F. D. Morgan
G. E. Rohde
H. H. Patterson
Lyle Renz
Tillamock County Court
United Pacific Insurance Co.

9-18-69
Copy to Kyle
per Mr Bond
JW

RECEIVED
SEP 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 50M 2-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 18 1969

CERTIFIED MAIL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Newport, Oregon
August 15, 1969

TAR Co.
4100 Crater Lake Highway
Medford, Oregon 97501

Re: Cape Lookout-Sandlake Sec.
Contract No. 7044

Attention: Mr. Kenneth W. Neal

The subject project was again visited on Friday, August 15, by Mr. Wimer, together with Mr. Schultz and Mr. Morice of the Bureau of Public Roads, and myself. We were taken aback by the lack of improved progress since the time of the last inspection which was noted in my letter to you dated July 31, 1969. The job has been completely without supervision again for a full week, and the same operators and the same equipment have been working as best they can without adequate leadership or help. Prosecution of the work vigorously and continually, as required by the Standard Specifications, still is not being accomplished.

Attached is a list of the most obvious work remaining on the project. This tabulation is NOT to be considered a complete list of all that is yet to be done, but is to serve as an indication of the magnitude of the task which you must accomplish in the extremely limited time remaining before the advent of the fall rains which, as you know, can begin at any time in this location.

I must again emphasize that it is imperative that this project be completed in time to allow it to be surfaced this year. Your fullest cooperation toward this goal is solicited.

Sincerely,

H. H. Patterson
Resident Engineer

cc: Tillamook Co. Board of Commissioners
United Pacific Ins. Co.
Don Stathos
F. A. Query
F. D. Morgan
G. W. Wimer

(NOTE) As per conversation between Mr. Bond and Mr. Wimer this date, I understand the Construction Office is entertaining the idea of pursuing more formal notification of the bonding company.

OREGON STATE HIGHWAY DEPT.
c/o H. H. PATTERSON
P. O. BOX 37
NEWPORT, OREGON 97365

DRAINAGE:

18 " culvert at top of approach road, left sta. 192 (area).
18" culvert , sta. 200
8" perf. pipe, sta. 202 to 204
Inlet basin left sta. 209
6" perf. pipe, sta. 213 to 214
6" perf. pipe, sta. 223 to 225
18" culvert, sta. 224
24" culvert, sta. 236
8" perf. pipe, sta. 240 to 242
Arch type pipe extension, sta. 313

GRADING: (Quantities shown are rough estimates only)

Road connection , sta. 190	approx. 200 yards	
Sta. 198+50 to 200	approx. 500 yards	
Sta. 203 to 205	approx. 500 yards,	plus probably some excavation below grade, and backfill.
Sta. 208 to 214	approx. 3,000 yards,	ramp and slide removal work
Sta. 232 to 235, and to 241,	approx. 1,000 yards,	plus probably some sub-exc.& bkfill.
Sta. 301 to 306	approx. 500 yards	

Sta. 327+65, no work done yet on the road approach.
Finishing roadbed for the entire length of the project.

RECEIVED
AUG 31 1950
Division
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1969

FOR FILING

C-4-2(5)

1-41

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1969

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Contract Status
Cape Lookout-Sand Lake Section
Netart-Sand Lake Road
Tillamook County FAS 617
Contract No. 7044
Prefix #529-1086

Kenneth Neal, principal of Tar Co., contractor on the subject project called me yesterday morning, August 4. He had been in an airplane accident over the weekend and couldn't make it to the meeting called for in Patterson's July 31 letter. He did promise to bring a backhoe onto the project today and outline a plan of action for completion of the project. He did have one added man or a 50% increase yesterday.

Patterson and I did keep the meeting with L. C. Schulmerich, Chairman of the Tillamook County Board of Commissioners. He did ask for some added work. Patterson will review this with the contractor today and hopefully the bonding company representative will also be present.

For the moment I would recommend bearing with the contractor.

R. D. Asburry
DIVISION ENGINEER

By Gerald Wimer
Gerald Wimer
ASST. DIVISION ENGINEER

GW/eg

cc: H. S. Cox
F. A. Query
H. H. Patterson

NOTED
C. W. HEAD

FORM E-123X 50M 2-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 1 1969
OREGON
STATE HIGHWAY COMMISSION

FOR Files

S-432(5)

7044

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Newport, Oregon
July 31, 1969

TAR Co.
4100 Crater Lake Highway
Medford, Oregon 97501

Re: Cape Lookout-Sandlake Sec.
Contract No. 7044

Attention: Mr. Kenneth W. Neal

The subject project was visited on Wednesday, July 30, by Mr. Morgan, Mr. Winer and by me. It was somewhat disturbing to find only two pieces of equipment, one dozer and one scraper, at work on the entire project, while another dozer, a scraper and the grader sat idle due to a lack of operators. There was no supervision in evidence on the job, and I understand that there has been none during this entire week. A similar lack of men and equipment ever since your return to the project early in June of this year indicates that you are failing to prosecute the work vigorously and continuously as required by Article 8-3 of the Standard Specifications.

There remains considerable yardage yet to be moved on this project, together with a multitude of 'housekeeping' and incidental chores to be taken care of, and it is evident that some means of increasing production will have to be found in order to complete the job this season. I must emphasize that it is <u>imperative</u> that the project be finished in time to allow it to be surfaced this year.

We will visit the project again next Monday, August 3, at 1:30 P.M., and I believe that representatives of Tillamook County will be present also. At this meeting we will attempt to work out a plan with you that will insure completion of the project as early as possible. You are invited and are expected to attend the meeting.

Sincerely,

H. H. Patterson

H. H. Pattereon
Resident Engineer

NOTED
FLOYD QUERY

RECEIVED
AUG 1 1969
OREGON
STATE HIGHWAY COMMISSION

cc: Tillamook Co. Board of Commissioners
United Pacific Ins. Co.
Don Stathos
F. A. Query
F. D. Morgan
O. W. Winer

NOTED
C. W. HEAD

RECEIVED
JUN 27 1969
ECR

S 47 3 7 6 1
7044

UNITED PACIFIC INSURANCE COMPANY

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

June 20, 1969

United States National Bank of Oregon
North Medford Branch
Post Office Box 1370
Medford, Oregon 97501

Attention: Mr. Alvin H. Thelin
Manager

Dear Mr. Thelin:

U. P. Bond B 543761
Principal: TAR Co. (Kenneth W. Neal)
Obligee: Oregon State Highway Commission
Contract: OSH #7044, Cape Lookout, Sand Lake Grading Project

Reference our telephone discussion of yesterday concerning the tax indebtedness of TAR Co. and Kenneth W. Neal to the Oregon State Tax Commission, and particularly your letter of May 20, 1969, to the Oregon State Tax Commission, the Tax Commission's letter of June 9 to the Oregon State Highway Commission, and the Highway Commission's letter of June 10 replying to the Tax Commission, and Mr. Neal's letter to the Bank authorizing the Bank to remit funds earned on this project to the Tax Commission, a copy of which has not been furnished to us. Your records will indicate that United Pacific did consent in its May 31, 1968, letter to an assignment of contract funds, except for retained percentages withheld by the State of Oregon, to the United States National Bank of Oregon.

We hereby request the United States National Bank of Oregon not to remit any contract funds received from its "Assignment of Claim" on this project to the Oregon State Tax Commission or to any other party without obtaining prior approval and consent of United Pacific. If the Bank does so, it will be doing it at its own peril.

We also wish to inform you and the other parties involved that United Pacific has been notified of outstanding labor and material claims against the project, some of whom are threatening to file suit. It will, therefore, be necessary for United Pacific to meet with TAR Co. and Neal to ascertain the current contract status of the project and the extent of existing or potential claims against TAR Co. and/or the bond on this project before any further action can be taken regarding the disbursement of job funds earned by TAR Co. on the project. In this regard, we shall arrange to meet with TAR Co. and Mr. Neal, and the Oregon State Tax Commission to discuss the situation regarding the tax indebtedness and assignments of funds, etc.

Please acknowledge receipt of this letter. We will also appreciate receiving a copy of TAR Co. and Neal's authorization to the bank to remit contract funds to the Oregon State Tax Commission.

NOTED
C. W. HEAD

NOTED
FLOYD OLIVER

A copy of this letter is being sent to the Oregon State Highway Commission in view of our previous correspondence with them regarding the "Assignment of Claim" and their letter of June 6, 1968, approving the "Assignment of Claim" to the Bank, except for the retained percentages. We are also sending a copy of this letter to Mr. Mayfield, Revenue Officer of the Oregon State Tax Commission.

We would appreciate being kept informed of developments as far as the Bank is concerned.

Very truly yours,

Robert L. Miller
Bond Claim Department

RLM:os

cc: Oregon State Highway Commission
Highway Building
Salem, Oregon 97310
Attention: Mr. Floyd Query
Secretary

cc: TAR Co.
4100 Crater Lake Highway
Medford, Oregon 97501

cc: Mr. Kenneth W. Neal
Gold Hill, Oregon 97525

cc: Mr. C. C. Mayfield
Revenue Officer
Oregon State Tax Commission
Suite 105
130 West 6th
Medford, Oregon 97501

cc: Mr. E. G. Tischhauser
305 North Bartlett
Medford, Oregon 97501

RECEIVED
JUN 24 1969
OREGON
STATE HIGHWAY COMMISSION

UNITED PACIFIC INSURANCE COMPANY

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA, WASHINGTON 98401

June 20, 1969

Mr. C. C. Mayfield
Revenue Officer
Oregon State Tax Commission
Suite 105
130 West 6th
Medford, Oregon 97501

Dear Mr. Mayfield:

U. P. Bond B 543761
Principal: TAR Co. (Kenneth W. Neal)
Obligee: Oregon State Highway Commission
Contract: 03H #7044, Cape Lookout, Sand Lake Grading Project

United Pacific Insurance Company, as surety for TAR Co. on the above project, has received some information regarding the Oregon State Tax Commission's claim for tax indebtedness of TAR Co. We have arranged a meeting with TAR Co. to discuss matters relating to the construction project and its tax indebtedness as it may relate to the bond of United Pacific. In the meantime, we have requested the Bank not to disburse any contract funds which the Bank may receive by reason of its previous "Assignment of Claim."

We shall contact the Oregon State Tax Commission on this matter as soon as we have the opportunity to obtain the necessary information from TAR Co. and Mr. Kenneth W. Neal. In the meantime, would you please send us a breakdown of the tax indebtedness of TAR Co. and particularly a breakdown showing the amount of tax liability which TAR Co. may have incurred on this particular project. From the preliminary information we have received from Mr. Neal, it does appear he will be able to meet his tax obligations to the State of Oregon if given a reasonable opportunity to do so. Your cooperation and patience in this matter is requested and will be appreciated.

Very truly yours,

Robert L. Miller
Bond Claim Department
RLM:cd

cc: United States National Bank of Oregon
North Medford Branch
Post Office Box 1370
Medford, Oregon 97501
Attention: Mr. Alvin H. Thelin
Manager

NOTED
C. W. HEAD

cc: Oregon State Highway Commission
Highway Building
Salem, Oregon 97310
Attention: Mr. Floyd Query
Secretary

NOTED
FLOYD QUERY

cc: BAR Co.
4100 Crater Lake Highway
Medford, Oregon 97501

cc: Mr. Kenneth W. Neal
Gold Hill, Oregon 97525

cc: Mr. E. G. Tischhauser
305 North Bartlett
Medford, Oregon 97501

COPY

RECEIVED
JUN 24 1969
OREGON
STATE HIGHWAY COMMISSION

Gen. Files

RECEIVED
JUN 16 1969
FOR FILING

4429
FILED
JUN 11 1969
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 11 1 06 PM '69
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

S-4326(5)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 10, 1969

Mr. C. C. Mayfield
Revenue Officer
Oregon State Tax Commission
Suite 105, 130 West 6th
Medford, Oregon 97501

Dear Mr. Mayfield:

This will acknowledge your letter of June 9 to which was attached a statement showing amounts owing to the Tax Commission by TAR Company totaling $37,989.79.

Also attached was a copy of a letter from the U.S. National Bank of Oregon authorizing the Bank to forward to the Tax Commission all monies earned on Contract No. 7044 for the Cape Lookout-Sand Lake work in Tillamook County.

In our telephone conversation, it was my understanding a portion of the total amount owed to the Tax Commission is applicable to Contract 7044 but that the exact amount could not be determined without a complete audit.

Your claim will be filed in this office and a copy of it will be sent to the Secretary of State for filing. Also we will advise the surety who furnished the performance bond on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 3 1969
STATE HIGHWAY COMMISSION

FQ:flm
cc TAR Company
United Pacific Insurance Co.
Don Stathos
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Our file No. 4429
(Mrs.) Darhl Couper, Clerk Public Records

Noted on card CR 6-12-69

OREGON STATE TAX COMMISSION
Suite 105, 130 West 6th
Medford, Oregon 97501
June 9, 1969

Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon 97310

Re: Assignment of Contract
TAR CO. and Kenneth W. Neal

Dear Mr. Query:

Pursuant to our telephone conversation, we are submitting to you a complete summary of Kenneth W. Neal's tax liability. The warrants are listed by number as docketed in the judgement lien docket of Jackson County.

Also, we are enclosing a xerox copy of the assignment given to the North Medford Branch of the U. S. National Bank and the accoumpanying letter.

We are merely advising you of Mr. Neal's liability and how he has arranged to satisfy it.

Direct any questions regarding this matter to this office.

Very truly yours,

REVENUE DIVISION

C. C. Mayfield

C. C. Mayfield
Revenue Officer

CCM/ar

Enclosures: 2

RECEIVED
JUN 10 1969
OREGON
STATE HIGHWAY COMMISSION

June 1969

		Taxes		Previous Balance	additional Interest	Balance To date	
1	KN	DW 833402-66		130596	6941	137537	1
2	KN	DW 846533-67		213253	11552	224805	2
3	KN	DW 849168-67		279747	10047	289794	3
4	KN	DW 852746-68		117864	3300	121164	4
5	KN	DW 851894-68		155741	5140	160881	5
6		DWC00107-68		247786	4586	252372	6
7		DWC00216-68		95993	892	96885	7
8		DWC00358-67	3qtr	310054	31504	341538	8
9						2683775	9
10							10
11		C.N.T. a Corp.					11
12		DWAC 34412-67				1000	12
13		DW843622-67		277878	10312	288190	13
14		DW844760-67		87532	5699	93291	14
15		DW852745-68		27366	812	30090	15
16		DW851914-65		42082	1360	43442	16
17		DWC00042-68		7320	1694	9014	17
18						550627	18
19							19
20		Tarquip					20
21		DC 85C348-65		179732	3040	182772	21
22							22
23							23
24		Personal Income Tax					24
25		DI-854792-66		5938	118	6056	25
26							26
27		DI-856635-67		173792	1563	175355	27
28						3178977	28
29							29
30							30
31							31
32							32
33							33
34							34
35							

RECEIVED
APR 2 - 1969

FORMS

VAN CISE, FREEMAN, TOOLEY & McCLEARN
ATTORNEYS AT LAW
1310 DENVER CLUB BUILDING
DENVER, COLORADO 80202

EDWIN P. VAN CISE
SAMUEL R. FREEMAN
R. DALE TOOLEY
HUGH J. McCLEARN
JOHN D. PHILLIPS, JR.
CHARLES GOLDBERG
KARL E. RANOUS
FREDERICK MILES

PHILIP S. VAN CISE
COUNSEL

AREA CODE 303
534-6274

March 28, 1969

Mr. Kenneth W. Neal, President
Tar Co.
4100 Crater Lake Highway
Medford, Oregon

Mr. Robert L. Miller
Bond Claim Department
United Pacific Insurance Company
728 St. Helens Avenue
Box 1216
Tacoma, Washington 98401

Re: United Pacific Bond B-543761; Armco Steel Corporation v. Tar Co.; Oregon State High way Commission Contract 7044-Cape Lookout San Lake Grading Project

Gentlemen:

We represent Armco Steel Corporation. Our client has turned over to us for appropriate legal action and litigation, its claim on the above job. As you know from previous demands and correspondence, the principal amount of this claim is $4,947.25, plus interest from the due dates of the respective invoices. Interest already has accrued in an amount in excess of $300.00, and continues to accrue at the rate of approximately $50.00 per month. We are sending a copy of this letter to the Oregon State Highway Commission so it will be aware of the fact that the claim filed January 22, 1969, and acknowledged January 29, 1969, does increase to the extent of accruing interest, as set forth in the invoices attached to said claim.

Formal demand is hereby made for payment of this indebtedness within ten days from the date of this letter. If payment is made within the next ten days, we will recommend

Cc ✓

NOTED
C. W. HEAD

NOTED
FLOYD OLIERY

that our client waive interest and collection costs and accept the $4,947.25. However, if payment or arrangements for payment are not completed within ten days from the date of this letter, we shall proceed with suit against the bond and against Tar Co.

We trust that we will receive payment by return mail so that the additional expenses which shall be incurred by you can be avoided.

Yours truly,

VAN CISE, FREEMAN, TOOLEY & McCLEARN

By R. Dale Tooley

RDT/sz

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

cc: Mr. R. W. Sanders,
Regional Credit Advisor
Armco Steel Corporation - Metal Products Division
Continental National Bank Building
Englewood, Colorado 80110

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 4 1969
FOR FILING

Hon. Files

RECEIVED
JAN 31 8 15 AM '69
CLAY MYERS
SECRETARY OF STATE

FILED
JAN 31 1969
CLAY MYERS
SECRETARY OF STATE

Claim File # 444

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 29, 1969

7044

Armco Steel Corporation
Metal Products Division
Continental National Bank Building
Englewood, Colorado 80110

Attention: Mr. R. W. Sanders
Regional Credit Advisor

Gentlemen:

This is to acknowledge receipt of your claim letter of January 22 and attached statement with invoices stating that the TAR Company owes you $4,947.25 for materials.

You state this is in connection with the TAR Company Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

The United Pacific Insurance Company through Mr. Don Stathos, 1005 East Main Street, Medford, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Mr. Don Stathos
TAR Company
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
FEB 3 1969
OREGON
STATE HIGHWAY COMMISSION

ARMCO STEEL CORPORATION

METAL PRODUCTS DIVISION

ADDRESS REPLY TO:
CONTINENTAL NATIONAL BANK BUILDING
ENGLEWOOD, COLORADO 80110

January 22, 1969

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: State of Oregon, State Highway Commission Contract 7044,
Cape Lookout Sand Lake Section, Netarts, Oregon
Contractor: TAR Co.
Bond : dated July 8, 1967
$245,108.50
United Pacific Insurance Company

Dear Mr. Query:

Notice hereby is given that the undersigned has a claim for materials supplied to the prime contractor, TAR Company on Oregon State Highway Contract Number 7044, in the sum of $4,947.25. Statement and copies of unpaid invoices are attached for purpose of description and proof of amount of claim.

Very truly yours,

R. W. Sanders
Regional Credit Advisor

RWS:e

cc: TAR Co.
4100 Crater Lake Highway, Medford, Oregon 97501
United Pacific Insurance Company
Tacoma, Washington
M. R. Ambuhl, District Sales Manager - Portland
John Gates - Medford
Jim Thomas - Portland

attachments

NOTED
C. W. HEAD

RECEIVED
STATE HIGHWAY COMMISSION

STATEMENT OF ACCOUNT

ARMCO **METAL PRODUCTS DIVISION**

ARMCO STEEL CORPORATION

REMIT TO P. O. BOX 8685 DENVER, COLORADO 80217

CUSTOMER NO.	MO.	DAY	YR.
44233	01	22	69

T.A.R. Co.
4100 Crater Lake Highway
Medford, Oregon 97501

DETACH AND RETURN THIS PORTION TO INSURE PROPER CREDIT.

TO EARN CASH DISCOUNT, SETTLEMENTS MUST BE MADE WITHIN PERIODS SPECIFIED ON INVOICES. INTEREST AT 6% PER ANNUM CHARGED AFTER MATURITY.

DATE	REFERENCE	CODE	AMOUNT
Oregon State Highway Contract Number 7044			
8-14-68	44638	INV	1,083.75
8-19-68	44898	INV	1,106.37
8-27-68	45613	INV	1,694.70
8-30-68	45835	INV	26.05
8-30-68	45836	INV	236.44
9-23-68	46948	INV	13.66
10-7-68		CSH	489.88 CR
10-29-68	49838	INV	1,276.16
		BALANCE DUE	4,947.25

CODES: INV - INVOICE
CSH - CASH
DSC - CASH DISCOUNT
CRM - CREDIT MEMO
INT - INTEREST
RFD - REFUND
SCH - SHORT CHECK
MSC - MISCELLANEOUS

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

INVOICE

ITEM	POS.	CAGE	SIZE	UNIT				AMOUNT
1		36	18	29-60#		300#	2.58	1,032.00
2	23	36	18	32-12 DR		23	2.25	51.75
								1,083.75
							10/2/68 CR	487.88
								593,87

FORM G-2175

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

SOLD TO:
Tex Company
6100 Crater Lake Highway
Medford, Oregon 97501

SHIP TO:
Tex Company - OSHD Cont. #7044
Cape Lookout Sand Lake Section
Netarts, Oregon, Tillamook County

ORDER NO.	DATE	BUYERS ORDER NO.	BUYERS DATE	SHIP FROM	SHIPMENT WANTED
P2F 46-6450 Rel #7	7-5-68		7-8-68	Hillsboro	7-15-68

MARKET	PRODUCT					SHIPPED ON OR BEFORE DATE
021	15				LMD	

CUSTOMER P.O. NO.	CARRIER	DATE	TIME		SHIPPED VIA
4/4/23-3	61-6 TT	7-11-68		7210	

INVOICE

ITEM	POS.	GAGE	SIZE	UNIT		QUANTITY	PRICE	AMOUNT
1		16	18		Corrugated Steel Pipe - 16 ga. 8-24', 2-16', 4-12'	268	2.38	661.12
3		16	18		2-24', 1-16', 2-12'	180'	2.25	405.00
4	9	16	18		2-12'	9	2.25	20.25
								1,186.37

4/4/68

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

05613

INVOICE

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

44233 / 8-25-65 8-30-65

45835

INVOICE

	23.05
	3.00
	26,05

REV 8-15-68 TO CHANGE P.O.

16-45

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

TAR CO., OS
CAPE LARGO.
NETARTS (TILLAMOOK CO) ORE.

BUYER'S ORDER NO.	BUYER'S DATE	SHIP FROM	SHIPMENT WANTED
	8-30	HILLSBORO	W/O 8-30

2-30-6[illegible]
INVOICE NO.
45836

1	2	12	28	3" (2x12)		12	15.47		197.84
2	2	12	8	20'		2	15.90		31.80
									229.64
					ADD F.O.B. FRT				7.00
									236.64

INVOICE

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

INVOICE

REMIT TO:
P. O. BOX 5685
DENVER, COLORADO
80217

SOLD TO

Box Company
4200 Cottage Lake Highway
Medford, Oregon 97501

✓ 44233

10-19-66 4233

INVOICE

2 93 33 6

3 93 33 6

(Item 1 - Qty 2- 22'30)

FORM D-1433

RECEIVED
FEB 11 1969
FOR #

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1969

SUBJECT: Engineering Charges
N. Unit, Siletz-Toledo Section
Cape Lookout-Sand Lake Section

To: John Bond
STAFF ASSISTANT

Department

Attached is a January 21, 1969 report from H. H. Patterson in which he does a very thorough job of detailing and analyzing the engineering charges on the subject projects. There is little that can be added in supplement except that on the latter project, the Cape Lookout-Sand Lake Section, we are still faced with 21% of the project remaining to be done and the engineering will have to come from Newport which is nearly 60 miles distance.

R. D. Asbury
DIVISION ENGINEER

By Gerald Wilmot
Gerald Wilmot
ASST. DIVISION ENGINEER

GW:ls
Attach.

RECEIVED
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

To:

[illegible] Oil Dyes Inc. Utility Co. [illegible] & Gas Industries Inc.

Gas Investments Inc.	Value $[illegible]		
Propane (owned & [illegible])	[illegible]	95.1 %	95.1 %
Ownership	[illegible]%	4.4	4.9
Light and Power	[illegible]%	4.3	
Supplies & Misc.	[illegible]%	2.1	
Other	[illegible]%	0.5	
Investments	[illegible]%	1.5	
Pension Liabilities	[illegible]%	1.3	
Bank	[illegible]%	0.1	
TOTAL	$[illegible]	100.0 %	100.0 %

It is anticipated that [illegible],000 will be required to complete this [illegible] [illegible].

[illegible] [illegible] [illegible] [

529-1005

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 1 OF 3 SHEETS

Pipe Invert-Sand Lake Section: Netart-Sand Lake No. 1 (T1-17); Tillamook, Oregon

Contract No. 7044; Index 51-1005-[illegible]

Date of Letting: [illegible]

Low Bid Consideration: $21,[illegible].68

Period: Start to 31 Dec 67

Class.	Cost	%	%
Labor	$ 9,[illegible]2.61	80.6	91.[illegible]
Overtime	928.93	7.5	8.[illegible]
Equipment Rental	553.31	4.4	
Supplies & Misc.	615.50	5.0	
Phone	11.55	0.1	
Laboratory	197.50	1.6	
Division Geologist	94.52	0.8	
TOTAL	$12,[illegible]03.18	100.0	100.[illegible]
% of Estimated Cost	57.92%		
% of Contract Completed	54.00% (from Weekly report)		

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 3 SHEETS

[illegible] to East.

Study of [illegible] Costs

Period: 1 Jan 68 to 31 Aug 68

Class.			%	%
[illegible]		[illegible]	86.4	96.2
[illegible]		[illegible]	3.5	3.8
[illegible]		[illegible]	5.1	
[illegible]		[illegible]	0.9	
[illegible]		[illegible]	0.5	
[illegible]		[illegible]	1.4	
[illegible]		[illegible]	2.2	
	Total	[illegible]	100.0	100.0
	Period	[illegible]		
	Total to Date	[illegible]		

% of [illegible] [illegible]

% of Subject Matter [illegible]

This is the point at which the project was taken over by this office.

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 3 OF 4 SHEETS

Cape Lookout - Cape Lake Sect.

County of Tillamook

Period: 1 Sep 68 to 31 Dec

Item	Cost	%	%
Labor	$ 3,330.71	69.8	98.
Other	77.34	1.1	1.2
Equipment	322.50	4.5	
Supplies & Misc.	19.21	0.3	
Power	127.42	1.8	
Rent (Lincoln City Office)	50.00	0.7	
Laboratory	129.00	1.8	
Total	$ 7,000.70	100.0	100.0
Previous	21,113.24		
Total to Date	$28,020.70		
% of Engineering Spent	171.0%		
% of Contract Completed	79.2 %		

Contractor ceased operations for winter on 10 Oct 68. Job was handled by one HA-1 from Tillamook and one HA-3 from Newport. All office work was handled by the HA-1, most of it done in the field while inspecting the operation. The Tillamook office was closed 15 Dec 68.

The Lincoln City office was closed in September. This project was involved, with others, in the closure and consolidation of two offices into a third one.

H. A. Patterson
Project Engineer
20 Jan 69

RECEIVED
DEC 1 1968
FOR FILING

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. W. N. Hackleman, Forest Liaison Engr

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

S-432(5)
7844

SUBJECT: Oregon Project S-432(5), Cape Lookout - Sand Lake Section
Right of Way

Mr. H. Clay Myers has submitted a request for an easement across National Forest land for the subject project. A copy of Mr. Myers' letter is enclosed.

In accordance with the memorandum of understanding related to highways over National Forest lands, dated January 23, 1968, we are forwarding this request for your initial action.

This matter has been discussed with Mr. E. F. Saling and Mr. Harold Reynoldson.

Enclosures
Ltr, 12-3-68, Myers to Simpson
Right of Way Plat

12-6-68
Orig to Hackleman
Copy to Mackling
Young
Cox

RECEIVED
DEC 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

L. C. SCHULMERICH, County Commissioner
C. ERNEST ISERI, County Commissioner

Tillamook County
TILLAMOOK, OREGON 97141

December 3, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Mr. Simpson:

J3v(1)

Under separate cover we are mailing a plat of the right of way across National Forest land of a portion of the Netarts-Sandlake Road, together with a description of the land to be occupied by the road.

We request issuance of a Department of Transportation Easement to Tillamook County for this Federal Aid Road which is presently under construction.

Sincerely yours,

H. Clay Myers
Chairman
Board of Commissioners

Div Eng	
Eng Coord	✓
Dist A	
Dist B	
Bridge	
Planning	
R/ of Way	
Admin Mgr	
File	

RECEIVED
DEC 4 1968
OREGON DIVISION

FORM E-123

RECEIVED
SEP 12 1968
STATE HIGHWAY COMMISSION

FILED
SEP 10 1968
CLAY MYERS
SECRETARY OF STATE

RECEIVED
SEP 10 4 39 PM '68
CLAY MYERS
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 10, 1968

Claim File # 4397

Wyss & Vogt Gravel Co.
Route 2, Box 216
Tillamook, Oregon 97141

NOTED ON CARD
wlw

Gentlemen:

This is to acknowledge receipt of your claim letter of August 13 addressed to the attention of Mr. Curt Baker, Highway Department Resident Engineer at Tillamook, stating that TAR Equipment Co. owes you for truck time and gravel in the amount of $1,420.42.

This appears to be in reference to the TAR Co. Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County. The United Pacific Insurance Company through Don Stathos, 1005 "E" Main Street, Medford, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Don Stathos
TAR Co.
Commission
Hon. Clay Myers

Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
SEP 12 1968
STATE HIGHWAY COMMISSION

Wyss & Vogt Gravel Co.
Rt. 2, Box 216
Tillamook, Oregon 97141

RECEIVED
SEP 9 1968
OFFICE
STATE HIGHWAY COMMISSION

August 13, 1968

Oregon State Highway Dept.
Resident Engineer
308 Evergreen
Tillamook, Oregon 97141

RECEIVED
DIVISION ENGINEER - Division No. 2
SEP 9 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

Attention: Mr. Curt Baker

Dear Mr. Baker,

We would like to ask for your assistance in collecting a past due account from Tar Equipment Co., 4100 Crater Lake Hwy., Medford, Oregon, to the amount of $1420.42 ($1365.00 truck time and gravel; $55.42 Interest).

1967

Sincerely,

Wyss & Vogt Gravel Co.

Sept-7 . 400 yds pr .75 $300.00

1/4 — Truck time for 10 yd trucks 80 HRS $1000.00

Sept-28 " 20 yds pr .75 $15.00

1/4 — Truck time for 10 yd trucks 4 HRS $50.00

$1365.00

Int

1/5 —— $13.65

2/4 — $13.79

3/2 — $13.92

4/2 —— $14.06

$1420.42

Total Due

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
Claim File #4394
SEP 3 1968

FILED
AUG 27 1968
CLAY MYERS
SECRETARY OF STATE

RECEIVED
AUG 27 10 51 AM '68
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1968

Morris Supply Co.
114 Ivy Avenue
Tillamook, Oregon 97141

Attention: F. S. Bell, Manager

NOTED ON CARD
WHW

Gentlemen:

This is to acknowledge receipt of your claim letter dated August 13 addressed to Mr. Curt Baker, Resident Engineer in Tillamook, stating that TAR Company owes you for supplies and material in the amount of $266.79.

This appears to be in reference to the TAR Company Contract No. 7044 for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County.

The United Pacific Insurance Company through their agent, Don Stathos, 1005 "E" Main Street, Medford, Oregon, furnished the performance bond on this contract which is given to assure completion of this job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1968
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Don Stathos
TAR Company
Commissioners
Hon. Clay Myers ✓ Please acknowledge receipt of this claim on the attached copy of this letter.
Gerald Wimer
C. H. Baker

Morris Supply Co.
114 Ivy Ave.
Tillamook, Oregon 97141

August 13, 1968

Oregon State Highway Dept.
Resident Engineer
308 Evergreen
Tillamook, Oregon 97141

Attention: Mr. Curt Baker

Dear Mr. Baker,

We would like to ask for your assistance in collecting a past due account from Tar Equipment Co., 4100 Crater Lake Hwy., Medford, Oregon for the amount of $266.79 ($245.08 for supplies and materials; $21.71 interest).

This account has not been paid on since September, 1967.

Sincerely,

Morris Supply Co.

F.S. Bell, Mgr.

RECEIVED
DIVISION ENGINEER - Division No. 2
AUG 19 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

RECEIVED
AUG 14 1968
OFFICE OF
RESIDENT ENGINEER
TILLAMOOK, OREGON

RECEIVED
JUN 7 - 1968

FOR FILING

S-41325

7044

C

June 6, 1968

United States National Bank of Oregon
North Medford Branch
P. O. Box 1370
Medford, Oregon 97501

Attention: Alvin H. Thelin

Gentlemen:

In this morning's mail we received an Assignment of Claim to the United States National Bank of Oregon, North Medford Branch, signed by T/R Co. for all money due or to become due on Contract No. 7044. With the Assignment we also received an original letter from United Pacific Insurance Company signed by Mr. Robert L. Miller consenting to the assignment of funds except for retained percentages held pursuant to Oregon statutes.

The Assignment of Claim is approved, and payments will be made according to the Assignment except for retained percentages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

cc T/R Co.
United Pacific Insurance Company
Attention: Mr. Robert L. Miller

C. H. Maison
G. E. Rohde

noted on Contract card

original assignment to acctg Div.

Form A-204—1M—6-60

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten dollars - - -

RECEIVED
MAY 20 1968
FOR FILING

S 4326(5)
7044

May 17, 1968

North Medford Branch
United States National Bank
P. O. Box 1370
Medford, Oregon 97501

Attention: Mr. Thelin

Gentlemen:

This will confirm our telephone conversation of this afternoon concerning an assignment to your bank from TAR Company on Contract No. 7044.

Enclosed are assignment of claim forms with a sample copy filled in. The assignment is to be signed by the contractor with a witness signature. When this has been done, please return to us one executed copy with a letter from the surety consenting to the assignment.

Our contract record indicates that United Pacific Insurance Company furnished the bond on this contract through Don Stathos, 1005 "E" Main Street, Medford.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Attachments

cc United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

NOTED ON CARD
5-17-68

RECEIVED
JUN 30 1967
FOR FILING
S-432(5)
1 0 11 1

June 29, 1967

TAR Company
4100 Crater Lake Highway
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 28, 1967 accepted your proposal for grading on the Cape Lookout-Sand Lake Section of FAS 617 in Tillamook County for the sum of $245,108.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Tillamook County is received and the sum of $59,000 is deposited by the County.

Later that same day clearance was received and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7044.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

RECEIVED
JUN 26 1967
FOR FILING

S-432 (1)

7044

June 19, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3346

Tillamook County Court
Courthouse
Tillamook, Oregon 97141

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering the Cape Lookout-Sand Lake Section of the Netarts-Sand Lake Road (FAS 617) in Tillamook County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

young 5-24-67

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5/18/67

BY (Signature): Mr. Young's May 8, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 972 THRU 977

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
972	S-522(3)—7035	9.15	160,500	96,300
973	SU-528(2)—7036	0.88	245,000	147,000
974	S-457(2)—7043	1.41	135,600	81,360
975	S-561(1)	0.15	14,400	8,640
976	S-432(5)—7044	2.50	400,000	240,000
977	SU-433(4)—7049	0.000	14,000	8,400
	Totals	14.09	$969,500	$581,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Drake Creek-Warner Hwy Sec.	Surface
Sunnyview-Silverton Rd. Sec. 1/	Gr., pave
Kent Loop Sec.	Gr., Surface
Kent Loop Sec.	Gr., Surface
Cape Lookout-Sand Lake Sec.	Grade
Cedar Hills Blvd. 1/ 2/	Traffic Signals

1/ These projects have satisfied the requirements of IM 50-2-65.

2/ This project is classified as a Safety Improvement Project, and approval for inclusion in the inventory is granted.

REMARKS (Division)

The exception on Item 976, S-432(5) concerning construction standards is satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5/18/67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

RECEIVED MAY 26 1967

FOR 5-24-67 7044

NOTED F. D. KERSH

RMC.ef

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEA
CARD 2	1 (19) (20)	Co. Rd. 1 mi. N. of Sand Lake W. 2.5 mi. 21 65	**ADT**	250	420 (66) (70)	8 (71)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Grade and Drain 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Tilla
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AI 617

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 1 mi. N. of Sand Lake W. 2.5 mi. (Cape Lookout - Sand Lake Section)			
5					**ROW**					
5					**CONST** (CODE)			2.5	400,000	240,000
							PROJECT TOTALS	2.5	400,000	240,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2.5 mi. (65)	ADT	250	420 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	976 (14)(18)

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	S (14 23)	432 (7 13)	(5)	(24) (26)	27

COUNTY NAME: Tillamook — CODE: 057 (14)(16)

ROUTE NO. S — FEDERAL-AID: 617 (32) — STATE: Co. Rd. (36)(37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
of 5 mi.						Grade and Drain (Future 2-10' lanes bituminous surface with 2' shoulders)
	2.5	400,000	240,000	80,000	80,000 (County)	ROW - 60' min.; Access Control - None; Parking Restrictions - None.
JECT TALS	2.5	400,000	240,000	80,000	80,000 (County)	

(18) (23) (24) (33)

REMARKS

Relocation Assistance - None involved.

USCOMM DUSCOMM-DC 48905-P61

CAPE LOOKOUT-SAND LAKE SECTION

Project S-432(5)

EXISTING FACILITIES: Located Line. This extends previous construction on S-432(4) southeasterly to a connection with FAS 618.

ADJACENT SECTIONS:
NORTH END: S-432(4), 30' subgrade. To be oiled 20' wide with 2' shoulders.

SOUTH END: FAS 618

PROJECT DATA: Grading to a 30' subgrade width. State to do survey. The County will construct the future surfacing to two 10' travel lanes with 2' soulders. Maximum curvature 28°, maximum grade 7.9%. This section is to extend from the southerly end of project S-432(4) to a point 1 mile north of Sand Lake on FAS 618.

RIGHT-OF-WAY: 60' minimum.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: Construction standards will be the same as on the 3 previously approved constructed sections--- See S-432(4).

SYSTEM ACTION: Completed
PUBLIC HEARING: Not required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: See S-432(4)

FORM E-7282 SOM 4-62

RECEIVED
MAY 17 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

C 422 (5)

7044

714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Honorable Tillamook County Court
Tillamook County Courthouse
Tillamook, Oregon

Gentlemen:

Your April 27 letter requested permission to utilize the parking area constructed at the summit of the Cape Lookout-Summit Section on the Netarts-Sandlake Road for stockpile and setup purposes. This letter will constitute your authority to do so subject to the following conditions, which we understand are agreeable to you:

1. Use of this parking area will not commence until after completion and acceptance of the aforementioned section, which Buswell Bros. should complete this summer.

2. The public will be allowed as much use of the area as is reasonably feasible.

3. The material stockpiled on the site will be removed during the summer of 1967. At that time the parking area will be cleaned up and restored to as good a condition as constructed by Buswell Bros.

4. No commercial activity will be allowed on the parking area.

Although not stated in your letter, it is understood you also plan to utilize the roadway cut in this vicinity for a material source during 1966 after completion of Buswell Bros.' contract for quarrying surfacing material. There is no objection to such use providing the slopes resulting from this quarrying conform generally and blend into the slopes in either direction. That is, the resulting slopes are to be free of bulges, protrusions, humps and hollows and are to be free of loose rock. The intention of this specification is to leave the area looking as part of the roadbed and not like a quarry.

NOTED
F. R. KLABOE

Should you need to again use this source in the future, a subsequent request should be made for such use.

Very truly yours,

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

cc: F. B. Klaboe
Victor D. Wolfe
David Talbot
R. D. Asburry
C. H. Baker

RECEIVED
MAY 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

H. CLAY MYERS, County Judge

L. C. SCHULMERICH, County Commissioner
C. ERNEST ISERI, County Commissioner

3398

MAY 4 66

Tillamook County
TILLAMOOK, OREGON 97141

REFERRED TO
Admin
BY SECRETARY

April 27, 1966

RECEIVED
MAY 6 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Tillamook County requests permission to use the view-point parking lot at the summit of Cape Lookout-Sandlake Road as a stock-pile and set-up site during construction of that portion of the road immediately adjacent thereto.

The County will not allow any commercial use of material or equipment placed thereon and will leave the parking lot in a satisfactory condition after material and equipment are removed.

Yours very truly,

TILLAMOOK COUNTY COURT

H. Clay Myers
County Judge

L. C. Schulmerich
County Commissioner

C. E. Iseri
County Commissioner

Routing
Marcus
Becker
Bond
Barbee
Walker
Glenn
Swan
Case
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 5 1966
CONSTRUCTION
DIVISION

RECEIVED
APR 2 8
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 11 1967

S-4-(2)
2044

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Routing

Morgan	Peaso
Decker	Morelock
Bond	Trout
Barbur	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

May 9, 1967

RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 3, 1967 which requested our comments on the following six projects:

1. Curtin-Rice Hill and Camas Valley Sections, Pacific and Coos Bay-Roseburg Highways, Douglas County
2. Staleys Junction and Tillamook-Washburn Sections, Wilson River and Sunset Highways, Tillamook and Washington Counties
3. Cape Lookout-Sand Lake Section, Netarts-Sand Lake Road, Tillamook County
4. West Salem Section, Willamina-Salem Highway, Polk County
5. Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County
6. Multnomah County Line-East Cascade Locks Section, Columbia River Highway, Hood River County

Apparently none of the above projects will have any effect on wildlife resources, so the plans are approved.

We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (8)
L. R. Chandler (2)

fw

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID D. SIMPSON, MEMBER
PORTLAND

S-432 (5)

9047

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1967

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible:

Curtin-Rice Hill and Camas Valley Sections, Pacific and Coos Bay-Roseburg Highways, Douglas County

Staleys Junction and Tillamook-Washburn Sections, Wilson River and Sunset Highways, Tillamook and Washington Counties

Cape Lookout-Sand Lake Section, Netarts-Sand Lake Road, Tillamook County

West Salem Section, Willamina-Salem Highway, Polk County

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County

Multnomah County Line-East Cascade Locks Section, Columbia River Highway, Hood River County

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

RS:fw
Enc.
bc F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (8)
L. R. Chandler (2)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

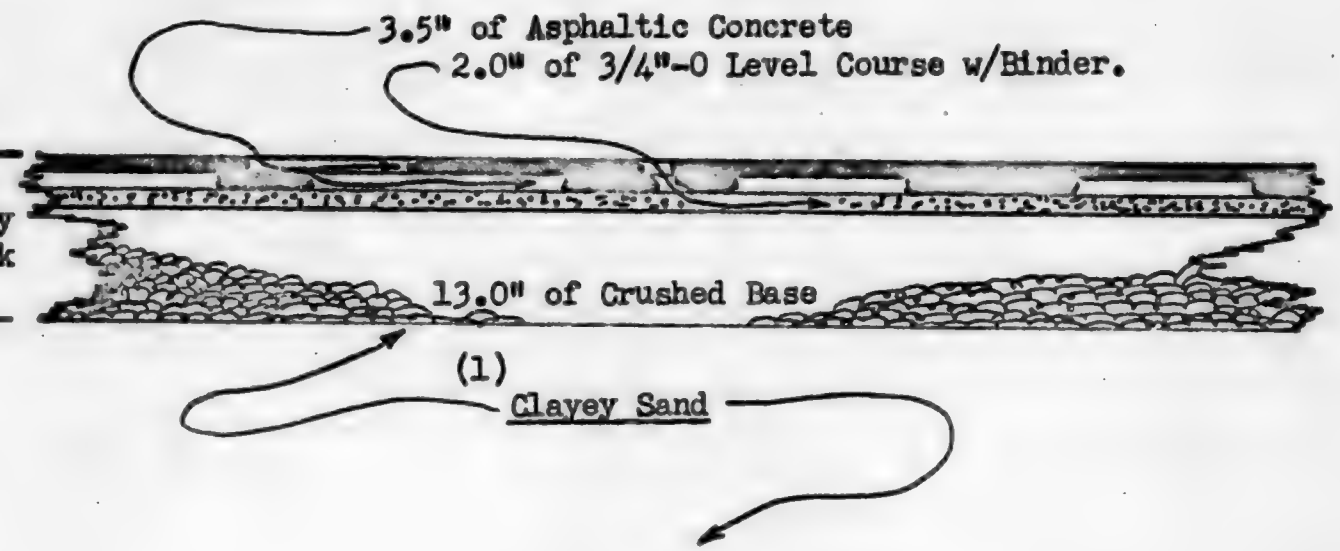
Section CAPE LOOKOUT - SAND LAKE Highway F.A.S. 617 County TILLAMOOK Prefix

Res. Engr. _____ Approx. Length 2.5± Miles. Sta. _____ to Sta. _____ Date 3-15-67

Truck A.D.T. 30 Traffic Coefficient 7.0 18 kip s.a. per day 21.6.

Annual Precipitation 89"+ (Tillamook) Frost Penetration ---------.

(1)
Typical Soil
51 LL
4 PI
99 %P 10
62 %P200
1 %Gravel
12 %C Sand
25 %F Sand
38 %Silt
24 %Clay
12 "R" Value



AASHO CLASSIFICATION:

A-5 (5)

MATERIAL SOURCES:

To be furnished by Tillamook County.

	CBE Total Req.	Credit	Actual Thick.	
		7.0	3.5	A.C
		2.0	2.0	Level
		13.0	13.0	Cr. Base
	22.0	22.0	18.5	

RECEIVED MAR 21 1967

NOTE F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County - City (2)

Submitted by L. J. Gregg for Staff Assistant

Recommended by J. C. Wilson Asst. Engineer of Materials

Recommended by D. L. Oesher Asst. Construction Engineer

Approved by D. B. Kloboe Asst. State Highway Engineer

CAPE LOOKOUT - SAND LAKE
F.A.S. 617
Tillamook County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
8 - 30	3.0"	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBE" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

SECTION: CAPE LOOKOUT - SAND LAKE

HIGHWAY: F.A.S. 617

COUNTY: Tillamook

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1966 Present ADT 250 (Total)

B. 1986 Future ADT 420 (Total)

C. Mean ADT 335 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 106 x (C) 335 = Log Trucks = 10 / Total = 30

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 30 x (H) 100 % = 30

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 7.0

SECTION: CAPE LOOKOUT - SAND LAKE

HIGHWAY: F.A.S. 617

COUNTY: Tillamook

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project. Base Design provided to assure ample subgrade width. State participation is for grading only. Tillamook County to place base and wearing surface.

31-8315 Elgin Rock Prod. Proj. on Wallowa & Weston-Elgin Hwys. 1967

#7045

RECEIVED
JAN 16 1968
FOR FILING
31-8315
7045

January 16, 1968

Firemen's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 7045 awarded to C. B. Construction Co. for the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County was completed on December 9, 1967, and accepted by the Highway Commission on January 15, 1968.

Final payment in the amount of $1,970.00 will be released to the contractor after January 23, 1968. The total contract amount is $41,734.33 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc C. B. Construction Co.
22 West Alder
Walla Walla, Washington 99362

Mr. E. A. Valentine
1209 S. E. 6th Avenue
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 16 1968
FOREIGN
31-8315

January 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 9, 1967, on Contract No. 7045. The contract was with C. B. Construction Company and was for rock production on the Elgin Rock Production Project on the Weston-Elgin and Wallowa Lake Highways in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 15, 1968, and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jes

Thirty days after
T/16/68

31-8315

No. 8 Final Report

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elgin Rock Production		WEEK ENDING: December 15, 1967
		SECTION PREFIX: 31-8315
HIGHWAY: Weston-Elgin & Wallowa Lake		COUNTY: Union
NAME OF JOB: Elgin Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: C. B. Construction Co.	CONTRACT NUMBER: 7045	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: October 24, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 44,325.00	SPECIFIED COMPLETION DATE: November 30, 1967	PERCENT OF TIME ELAPSED: 103
EXCLUSIVE OF ENGINEERING: $ 41,173.00	ENGINEERING AUTHORIZATION $ 3,152.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,721.85	ENGINEERING COST TO DATE $ 3,152.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ + 1 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: Dec. 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,540 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,540 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Cloudy			
MONDAY 11	Overcast - Cold			
TUESDAY 12	Snowing			
WEDNESDAY 13	Fair - Cold			
THURSDAY 14	Cloudy - Cold			
FRIDAY 15	Clear - Cold			
SATURDAY 9	Snow Flurries			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Field crew remeasured stockpile.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Computations for Semi - Final completed this week.

Semi - Final Estimate will be submitted the first of next week.

SIGNED J C Hiatt LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BRF2E16

RECEIVED
JUN 30 1967
FORTILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

31-8315
7045

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 29, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7045 for the following project:

Elgin Rock Production Project on the Wallowa and Weston-Elgin Highways in Union County.

This award was based on your bid of $39,400 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

32-3314 Wallowa Lake State Park Concession Bldg. south of Joseph 1967

#7046

RECEIVED
FEB 29 1968
FOR FILE
32-3314
7046

February 29, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $3,474.00 will be made to Eastern Oregon Construction Company on Contract No. 7046 for a concession building in Wallowa Lake State Park in Wallowa County as soon as the warrant is prepared.

The total amount paid on this contract will be $51,893.67 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Eastern Oregon Construction Co.
P. O. Box 193
Pendleton, Oregon 97801

C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968

32-3314

7046

February 29, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7046 awarded to Eastern Oregon Construction Company for a concession building in Wallowa Lake State Park in Wallowa County was completed on December 1, 1967, and accepted by the Highway Commission on February 26, 1968.

Final payment in the amount of $2,399.70 will be released to the contractor after March 7, 1968. The total contract amount is $48,419.67 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Eastern Oregon Construction Company
P. O. Box 193
Pendleton, Oregon 97801

L. M. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968
FOR FILING
32-3314
7046

February 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 1, 1967, on Contract No. 7046. The contract was with Eastern Oregon Construction Company and was for construction of a concession building at Wallowa Lake State Park in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Marchant
A. F. Parson

srb jes

32-3314
7646

Final Report No. 20

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wallowa Lake State Park	WEEK ENDING: December 8, 1967	
HIGHWAY: - - - - -	SECTION PREFIX: 32-3314	
	COUNTY: Wallowa	
NAME OF JOB: Wallowa Lake State Park	KIND OF WORK: Concession Bldg.	
CONTRACTOR: Eastern Oregon Construction Co.	CONTRACT NUMBER: 7046	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 22, 1967	DATE WORK STARTED: July 22, 1967	ESTIMATED COMPLETION DATE: December 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 136
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 45
PROJECT AUTHORIZATION: $ 53,981.97		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 50,143.26	ENGINEERING AUTHORIZATION $ 3,838.71	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,567.81	ENGINEERING COST TO DATE $ 5,405.11	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~XX OVERRUN~~ UNDERRUN . . . . . 4 %	PERCENT OF AUTHORIZATION . . . . . 141 %	DATE PROJECT WAS COMPLETED: December 1, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7260 - F		Concession Bldg.		Sewer System	
PERCENT			100		Routing 100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Morgan //// Decker B W Olson 6
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Compilation of final records was completed this week and Semi-Final Estimate completed.

SIGNED J. C. Hatt LOCATION LaGrande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

A

RECEIVED
JUN 30 1967
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM 32-3314

1146

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Eastern Oregon Constr. Co.
P. O. Box 193
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on June 28, 1967 awarded to you State Highway Contract No. 7046 for the following project:

Wallowa Lake State Park concession building in Wallowa County.

This award was based on your bid of $47,983.98 which was submitted to the Commission on June 22, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis
I. D. Merchant
David Talbot

RECEIVED
MAY 18 1967
FOR [illegible]

22-2214

7046

May 17, 1967

Peoples and Thatcher Contractors, Inc.
Box 66235
Portland, Oregon

Gentlemen:

Yours was the only bid received on May 11 for construction of the concession building in Wallowa Lake State Park in Wallowa County.

The Highway Commission today considered and rejected this bid of $58,640 as being too high.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L.H. Young
C.D. Matthis (SIAC)
I.D. Merchant
Parks Division

SU-466(7) Beaverton-Progress Sec., 1967
Beaverton-Tualatin Hwy. (Grad.,
#7047 pav., struc. & sign.) [redacted]

PP-657

Mailed 12-15-72

L-6200

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno,

Plaintiff,

vs.

FRANK R. FANNO and JANE DOE FANNO, husband and wife; PORTLAND FEDERAL SAVINGS AND LOAN ASSOCIATION, a federal savings and loan association; and WASHINGTON COUNTY, a political subdivision of the State of Oregon,

Defendants.

NOTED
JACK L SOLLIS

STIPULATION TO DISMISS

Case No. 31-462

It is hereby stipulated, by and through Jack L. Sollis, of attorneys for plaintiff herein, and Howard Hedrick, attorney for defendants herein, that the above entitled cause may be dismissed without costs or attorney's fees to either party upon the ground and for the reason that there has been no trial of the facts, and more particularly on the ground and for the reason that the plaintiff herein has acquired the interests of the defendants in the property described in the complaint herein.

DATED this 15th day of December, 19 72.

Jack L Sollis

Of Attorneys for Plaintiff

Of Attorneys for Defendants

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, Plaintiff, vs. FRANK R. FANNO and JANE DOE FANNO, husband and wife; PORTLAND FEDERAL SAVINGS AND LOAN ASSOCIATION, a federal savings and loan association; and WASHINGTON COUNTY, a political subdivision of the State of Oregon, Defendants.	STIPULATION TO DISMISS Case No. 31-462 and ORDER TO DISMISS

It is hereby stipulated, by and through Jack L. Sollis, of attorneys for plaintiff herein, and Howard Hedrick, attorney for defendants herein, that the above entitled cause may be dismissed without costs or attorney's fees to either party upon the ground and for the reason that there has been no trial of the facts, and more particularly on the ground and for the reason that the plaintiff herein has acquired the interests of the defendants in the property described in the complaint herein.

DATED this 15th day of December, 19 72.

Jack L. Sollis

Of Attorneys for Plaintiff

Howard R. Hedrick

Of Attorneys for Defendants

Based upon the Stipulation herein contained, it is hereby

ORDERED that the above cause be and the same is hereby dismissed with prejudice and without costs to either party.

DATED this ___ day of December, 1972.

JUDGE

RECEIVED
FOR FILING

7047

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1972

SUBJECT: Documents signed by Commission

To: Mr. John Oakes
Assistant Right of Way Engineer

Attention: Ruth Keller

RECEIVED
DEC 14 1972
RIGHT OF WAY

Attached for further handling are fully executed copies of the following documents:

Relinquishment of Title to Morrow County covering Pieper Canyon Road-Bunker Hill Section of Heppner Highway in Morrow County for no consideration.

Easement to Frank Fanno covering the Sunset Highway-Pacific Highway Section of Beaverton-Tigard Highway in Washington County.

Indenture of Access with Byrd's, Inc., et al., covering E and F Street Connection on Redwood Highway in Josephine County. (7 copies)
Consideration $3,000.

C. W. Head

C. W. Head, Secretary

fkn
Att.

NOTED
F. B. KLABOE

File 42420, L-6200

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "Grantor", does hereby grant a perpetual easement to FRANK R. FANNO, hereinafter called "Grantee", his heirs, devisees, successors and assigns to enter upon the State Highway right of way that lies on the Southerly side of the Beaverton - Tualatin Highway, State Highway 141, at and near the point where an existing 42 inch concrete culvert pipe is installed, the discharge end of which is located at approximately a point that is 44 feet North of the Northerly boundary line and 533 feet West of the Northeast corner of the hereinafter described real property situated in the County of Washington, State of Oregon, and to connect to an extension of said culvert across the following described property, to wit:

Beginning at a point on the West line of the NE¼ of Section 27, Township 1 South of Range 1 West of the Willamette Meridian, said point being South 0° 50' West from the quarter section corner on the North line of said Section 27, 22.44 chains running thence South 0° 50' West 18.00 chains to the South line of the Augustus Fanno claim: running thence North 89° 12' East 23.32 chains to a point; thence North 0' 17' East 5.10 chains to a point; thence North 89° 43' East 2.50 chains to a point; thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point; thence North 0' 17' West 15.50 chains to a center of County road; thence North 82° 45' West in the center of said County road 9.00 chains, to angle No. 3 in said County road; thence South 47° 20' West 4.22 chains to a point; thence South 68° 2' West 11.82 chains to the place of beginning, containing 52.50 acres.

Also beginning at a point South 0° 50' West 6.18 chains from the quarter section corner on the North line of said Section 27, Township 1 South, Range 1 West, W.M., running thence South 67° 31' East 10.20 chains to angle 2 in County Road No. 149; thence South 40° 55' East along center line of said road 6.73 chains; thence South 47° 20' West 4.22 chains; thence South 68° 2' West 11.82 chains: thence North 0° 50' East 16.26 chains to place of beginning, containing 13.75 acres.

Also beginning at a point on the quarter section line of Section 27, Township 1 South of Range 1 West of the Willamette Meridian 23.32 chains East of the Southwest corner of the Northeast quarter of said Section 27; thence North 0° 17' East 5.10 chains to a point; thence North 89° 43' East 2.50 chains to a point: thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point; thence North 0' 17' East 15.50 chains to the South line of County Road No. 149; thence following the South line of County Road to a point where it intersects with the West line of the right of way of Beaverton and Willsburg R. R. Co.; thence in a Southerly direction along the West line of the right of way of said R. R. Co. to a point where it intersects the South line of the NE¼ of Section 27; then following the said South line of the NE¼ of said Section 27 to the place of beginning, containing 17.46 acres of land, more or less.

Also all right, title and interest in and to a strip of land lying immediately South of the above described tract of land as follows:

Beginning at the Southwest corner of the above described tract of land; thence East on the South line of said tract to the Southeast corner of said tract; thence South five (5) feet, more or less, to an old fence; then following the line of said old fence in a Westerly direction to a point due South of the place of beginning; thence North Eleven (11) feet, more or less, to the place of beginning.

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "Grantor", does hereby grant a perpetual easement to FRANK R. FANNO, hereinafter called "Grantee", his heirs, devisees, successors and assigns to enter upon the State Highway right of way that lies on the Southerly side of the Beaverton - Tualatin Highway, State Highway 141, at and near the point where an existing 42 inch concrete culvert pipe is installed, the discharge end of which is located at approximately a point that is 44 feet North of the Northerly boundary line and 533 feet West of the Northeast corner of the hereinafter described real property situated in the County of Washington, State of Oregon, and to connect to an extension of said culvert across the following described property, to wit:

Beginning at a point on the West line of the NE¼ of Section 27, Township 1 South of Range 1 West of the Willamette Meridian, said point being South 0° 50' West from the quarter section corner on the North line of said Section 27, 22.44 chains running thence South 0° 50' West 18.00 chains to the South line of the Augustus Fanno claim: running thence North 89° 12' East 23.32 chains to a point; thence North 0' 17' East 5.10 chains to a point; thence North 89° 43' East 2.50 chains to a point; thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point; thence North 0' 17' West 15.50 chains to a center of County road; thence North 82° 45' West in the center of said County road 9.00 chains, to angle No. 3 in said County road; thence South 47° 20' West 4.22 chains to a point; thence South 68° 2' West 11.82 chains to the place of beginning, containing 52.50 acres.

Also beginning at a point South 0° 50' West 6.18 chains from the quarter section corner on the North line of said Section 27, Township 1 South, Range 1 West, W.M., running thence South 67° 31' East 10.20 chains to angle 2 in County Road No. 149; thence South 40° 55' East along center line of said road 6.73 chains; thence South 47° 20' West 4.22 chains; thence South 68° 2' West 11.82 chains; thence North 0° 50' East 16.26 chains to place of beginning, containing 13.75 acres.

Also beginning at a point on the quarter section line of Section 27, Township 1 South of Range 1 West of the Willamette Meridian 23.32 chains East of the Southwest corner of the Northeast quarter of said Section 27; thence North 0° 17' East 5.10 chains to a point; thence North 89° 43' East 2.50 chains to a point; thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point; thence North 0' 17' East 15.50 chains to the South line of County Road No. 149; thence following the South line of County Road to a point where it intersects with the West line of the right of way of Beaverton and Willsburg R. R. Co.; thence in a Southerly direction along the West line of the right of way of said R. R. Co. to a point where it intersects the South line of the NE¼ of Section 27; then following the said South line of the NE¼ of said Section 27 to the place of beginning, containing 17.46 acres of land, more or less.

Also all right, title and interest in and to a strip of land lying immediately South of the above described tract of land as follows:

Beginning at the Southwest corner of the above described tract of land; thence East on the South line of said tract to the Southeast corner of said tract; thence South five (5) feet, more or less, to an old fence; then following the line of said old fence in a Westerly direction to a point due South of the place of beginning; thence North Eleven (11) feet, more or less, to the place of beginning.

Provided, however, that said extension must be a 60 inch pipe with adequate manholes and with a sufficient fall across the Grantee's property to accommodate the

existing volume of water discharged from Grantor's said 42 inch pipe. Before any extension of said culvert is commenced, the Grantee or his successor must first obtain Grantor's approval, which will not be unreasonably withheld, of the plans and specifications of any such proposed extension, and provided further, that as a condition to approval of any proposed extension, Grantor herein may require a reasonable indemnification guarantee against any and all claims that may arise out of the construction of said extension to the aforesaid culvert.

There is no money consideration for this easement. It is given as part of a settlement agreement between the Grantor and Grantee.

DATED this 12th day of December, 1972.

ATTEST:

C. H. Heac

Secretary

APPROVED:

B. F. Klabre

Deputy State Highway Engineer

APPROVED AS TO FORM:

Chandler

Chief Counsel

STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION

By Glenn L. Jackson
Chairman

By Fred W. Hill
Commissioner

By Thaddeus B. Bruno
Commissioner

STATE OF OREGON, County of Marion

On this 12th day of December, 1972, before me personally appeared Glenn L. Jackson, Chairman of the Oregon State Highway Commission, Fred W. Hill and Thaddeus B. Bruno, Oregon State Highway Commissioners, who each being duly sworn, stated that this instrument was voluntarily signed and sealed on behalf of the State of Oregon by said Commission.

Cecil H. Heac

Notary Public for Oregon

My Commission expires 11-5-74

ka/ko
JLS
10-31-72

Salem, Oregon
December 5, 1972

Cecil W. Head, Secretary
State Highway Commission

Document Forms to be Signed by
State Highway Commission

B U I L D I N G

Please present the following document forms to the Commission for the necessary signatures:

Agreement dated September 8, 1971, File Misc. C & A 4299 (46439) Pieper Canyon Rd.-Bunker Hill Section, Heppner Highway, Morrow County. Relinquishment of Title form no moentary consideration, to Morrow County. Misc. C & A file also attached.

May 16, 1972, Report of Settlement File 42420, L-6200 Sunset Highway-Pacific Highway Section, Beaverton-Tigard Highway, Washington County. Easement form for the purpose of making a connection to an existing 42 inch drainage pipes.

October 9, 1964, Agenda, Item 1-e-2 Files 32628-29 "E" & "F" Street Connection, Redwood Highway, Josephine County.
Original and six signed copies of Indenture of Access form for a consideration of $3,000.00 to Byrd's, Inc. et al. The $3,000.00 check has been received and deposited, said consideration is for lifting the use restrictions on one point of access.

The signed documents should be returned to the undersigned for further processing.

RUTH KELLER
Administrative Assistant
Right of Way Office

RK:mc
Attachments 9

OREGON STATE HIGHWAY DIVISION

RECEIVED
RIGHT OF WAY

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 28, 1972

Hedrick, Fellows, and McCarthy P.C.
Attorneys at Law
808 American Bank Building
Portland, Oregon 97205

File 42420, L-6200
Fanno Creek Section
Beaverton-Tualatin Highway

Attn: Mr. Howard R. Hedrick

Gentlemen:

The title company discovered an error in the first paragraph of the document - the last word in next to last line should be Northeast instead of Northwest.

Will you please make the correction and initial same on the enclosed original recorded easement and return it to this office for re-recording same.

The easement from the State to your clients will also be corrected to show the direction as Northeast and it will be presented to the Commission for the necessary signatures at its December 12th meeting.

Thank you for your cooperation in this matter.

Very truly yours,

John R. Oakes
Assistant R/W Engineer

RK:mc

cc: Jack Sollis, Dept. of Justice

Jack,
Sorry for the ERROR. Hope this will suffice.

Howard H

16492

9011

FILED
NOV - 2 1972
CLAY MYERS
COUNTY CLERK

File 42420, L-6200

corrected

FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that FRANK R. FANNO and WILMA M. FANNO, husband and wife, hereinafter referred to as "Grantors" for the consideration of the sum of ONE HUNDRED TWO THOUSAND AND NO/100 DOLLARS ($102,000.00) to Grantors paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey to the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter referred to as "Grantee", a perpetual easement, right, power and privilege to discharge water onto the below described real property from an existing 42 inch diameter concrete pipe, the discharge end of which is located on the Southerly side of Oregon State Highway 217 at approximately a point that is 44 feet North of the Northerly boundary line and 533 feet West of the Northeast corner of the below described real property, to wit:

44

in Washington County, Oregon,

Beginning at a point on the west line of the NE 1/4 of Section 27, Township 1 South of Range 1 West of the Willamette Meridian, said point being South 0° 50' West from the 1/4 section corner on the north line of said Section 27, 22.44 chains, running thence South 0° 50' West 18.00 chains to the south line of the Augustus Fanno claim, running thence North 89° 12' East 23.32 chains to a point, thence North 0° 17' East 5.10 chains to a point, thence North 89° 43' East 2.50 chains to a point, thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point, thence North 0° 17' West 15.50 chains to center of county road, thence North 82° 45' West in the center of said County road 9.00 chains, to angle No. 3 in said county road, thence South 47° 20' West 4.22 chains to a point, thence South 68° 2' West 11.82 chains to the place of beginning, containing 52.50 acres.

Also beginning at a point South 0° 50' west 6.18 chains from the quarter section corner on the North line of said Section 27, Township 1 South, Range 1 West, W.M. running thence South 67° 31' East 10.20 chains to angle 2 in County Road No. 149, thence

NOTE: This easement is being re-recorded to correct the direction in Line 13 of Paragraph 1 from Northwest to Northeast.

File 42420, L-6200

corrected

FLOWAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that FRANK R. FANNO and WILMA M. FANNO, husband and wife, hereinafter referred to as "Grantors" for the consideration of the sum of ONE HUNDRED TWO THOUSAND AND NO/100 DOLLARS ($102,000.00) to Grantors paid, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey to the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter referred to as "Grantee", a perpetual easement, right, power and privilege to discharge water onto the below described real property from an existing 42 inch diameter concrete pipe, the discharge end of which is located on the Southerly side of Oregon State Highway 217 at approximately a point that is 44 feet North of the Northerly boundary line and 533 feet West of the Northeast corner of the below described real property, to wit:

in Washington County, Oregon,

Beginning at a point on the west line of the NE 1/4 of Section 27, Township 1 South of Range 1 West of the Willamette Meridian, said point being South 0° 50' West from the 1/4 section corner on the north line of said Section 27, 22.44 chains, running thence South 0° 50' West 18.00 chains to the south line of the Augustus Fanno claim, running thence North 89° 12' East 23.32 chains to a point, thence North 0° 17' East 5.10 chains to a point, thence North 89° 43' East 2.50 chains to a point, thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point, thence North 0° 17' West 15.50 chains to center of county road, thence North 82° 45' West in the center of said County road 9.00 chains, to angle No. 3 in said county road, thence South 47° 20' West 4.22 chains to a point, thence South 68° 2' West 11.82 chains to the place of beginning, containing 52.50 acres.

Also beginning at a point South 0° 50' west 6.18 chains from the quarter section corner on the North line of said Section 27, Township 1 South, Range 1 West, W.M. running thence South 67° 31' East 10.20 chains to angle 2 in County Road No. 149, thence

NOTE: This easement is being re-recorded to correct the direction in Line 13 of Paragraph 1 from Northwest to Northeast.

3680
12-5-72
Dead 700 42

BOOK 893 PAGE 219

South 40° 55' East along center line of said road 6.73 chains, thence South 47° 20' West 4.22 chains, thence South 68° 2' West 11.82 chains, thence North 0° 50' East 16.26 chains to place of beginning, containing 13.75 acres;

Also beginning at a point on the quarter section line of Section 27, Township 1 South of Range 1, West of the Willamette Meridian 23.32 chains East of the southwest corner of the northeast quarter of said Section 27; thence North 0° 17' East 5.10 chains to a point; thence North 89° 43' East 2.50 chains to a point; thence North 0° 17' East 3.00 chains to a point; thence North 89° 43' West 2.50 chains to a point; thence North 0° 17' East 15.50 chains to the south line of County Road No. 149; thence following the south line of County Road to a point where it intersects with the west line of the right of way of Beaverton & Willsburg R.R. Co.; thence in a southerly direction along the West line of the right of way of said R.R. Co. to a point where it intersects the south line of the NE 1/4 of Section 27; then following the said south line of the NE 1/4 of said Section 27 to the place of beginning, containing 17.46 acres of land more or less;

Also all my right, title and interest in and to a strip of land lying immediately south of the above described tract of land as follows:

> Beginning at the Southwest corner of the above described tract of land; thence East on the South line of said tract to the Southeast corner of said tract; thence South five (5) feet more or less to an old fence; then following the line of said old fence in a Westerly direction to a point due south of the place of beginning; thence North Eleven (11) feet more or less to the place of beginning.

together with the continuing right at Grantee's discretion, but without obligation, to clear and remove any brush, debris and obstructions on the said land or in any extension of the 42 inch culvert which in the opinion of the Grantee, herein, may be desirable or necessary to prevent the blockage of this flowage easement.

This grant is limited to that quantity of water that occurs naturally in the area now being drained and collected into the aforesaid 42 inch concrete pipe.

The said Grantor further releases the Grantee herein, its officers, agents, contractors and employees from any and all claims for loss, injury or damage that may occur to the land herein described and to the appurtenances thereto belonging, resulting or claimed to result from the drainage of the Sunset Highway and the Beaverton-Tualatin Highway, as now constructed, causing or claimed to cause the inundation of the above described property.

Based on information furnished by Grantors the allocation of the consideration is THREE THOUSAND AND NO/100THS DOLLARS ($3,000.00) for the easement and NINETY-NINE THOUSAND AND NO/100THS DOLLARS ($99,000.00) for damages.

Owners further covenant that they are the owners in fee simple of the above described property, that said property or any part thereof has not been sold on contract, that all future conveyances or contracts for the sale of said property or portion thereof shall provide that the property is subject to being damaged by discharged drainage water and that the purchaser of said property assumes all risks in connection therewith. It is the intent hereby to terminate forever all controversy and/or claims arising from the discharge of drainage water and water borne material from the herein described 42-inch culvert onto said property and that Owners have a legal and valid right to execute this document.

DATED THIS 16th day of October, 1972.

Frank R. Fanno
FRANK R. FANNO

Wilma M. Fanno
WILMA M. FANNO

STATE OF OREGON)
) ss.
County of Multnomah)

October 16, 1972, 1972.

Personally appeared the above named FRANK R. FANNO and WILMA M. FANNO, who acknowledged the foregoing instrument to be their voluntary act.

Before me: Howard McCredie
Notary Public for Oregon
My Commission Expires: 1-9-75

2420

16492

SUBORDINATION OF MORTGAGE INTEREST

KNOW ALL MEN BY THESE PRESENTS, that PORTLAND FEDERAL SAVINGS AND LOAN ASSOCIATION, a corporation, being the holder of those certain mortgages executed by FRANK R. FANNO and MYRTLE V. FANNO, husband and wife and NORMAN R. FANNO and GLADYS H. FANNO, husband and wife, to Portland Federal Savings and Loan Association of Portland, Oregon, a corporation, dated January 31, 1957 and recorded February 1, 1957, in Book 357, Page 450: and executed by Frank R. Fanno and Myrtle V. Fanno, husband and wife, on March 17, 1964 and recorded March 19, 1964, in Book 496, Page 487 of Mortgage Records of Washington County, Oregon, does hereby consent to the easement hereinabove set forth, and does hereby subordinate the lien of said mortgages to said easement.

Dated this 16th day of October, 1972.

PORTLAND FEDERAL SAVINGS AND LOAN ASSOCIATION, a corporation

By _____
Asst. Vice President

By _____
Asst. Secretary

STATE OF OREGON
County of Washington } ss deeds

I, Roger Thomssen, Director of Records and Elections and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records
No. .....
of said County

Witness my hand and seal affixed.
ROGER THOMSSEN, Director of Records & Elections

OCT 19 11 01 AM '72 Deputy

8.00 state chg

November 10, 1972

Certified Mail

Mr. Howard Hedrick
Attorney at Law
805 American Bank Building
Portland, Oregon 97205

File 42420, L-6200
Fanno Creek Section
Beaverton-Tualatin Highway

Dear Mr. Hedrick:

We are enclosing State Highway Fund Warrant No. 016702 in the amount of $102,000.00 payable to Frank R. Fanno and Wilma M. Fanno.

This payment represents the full consideration for a perpetual easement to discharge water onto the property of Frank R. and Wilma M. Fanno and for their release of all claims for damages resulting from the drainage of the Sunset Highway and the Beaverton-Tualatin Highway.

The flowage easement from the State will be signed by the Highway Commission soon and then forwarded to you for your clients.

This letter is certified as a true and correct closing statement. Please acknowledge receipt of amount shown as due you by signing the copy of this letter and return it in the envelope enclosed.

Very truly yours,

Adele L. Egan
Asst. Right of Way Office Manager

AE
mc

Enc. Warrant, Envelope

cc: H. Gregg
cc Jack Sellis

October 18, 1972

Hedrick, Fellows & McCarthy PC
Attorneys at Law
808 American Bank Bldg.
Portland, Oregon 97205

File 42420, L-6200
Fanno Creek Sec.
Beaverton-Tualatin Highway

Attention Mr. Howard R. Hedrick

Gentlemen:

We acknowledge receipt of the executed flowage easement from Frank R. and Wilma M. Fanno dated October 16, 1972, with the subordination agreement of Portland Federal Savings and Loan Association and revised page 3. The document is being forwarded for recording today.

We will send you the flowage easement from the Highway Commission when it has been signed and recorded.

The $102,000 claim is being processed for payment.

Very truly yours,

AE
ls

Adele L. Egan
Asst. Right of Way Office Manager

cc: L. W. Rulien
(With 2 copies easement)

HEDRICK, FELLOWS & McCARTHY PC
ATTORNEYS AT LAW
808 AMERICAN BANK BLDG.
PORTLAND, OREGON 97205

PHONE 226-3031

HOWARD R. HEDRICK
DOUGLAS M. FELLOWS
JOSEPH J. McCARTHY

GROVER C. DAHN

IN REPLY, REFER TO OUR FILE NO. _____

October ~~11~~ 16, 1972

Mr. Adele L. Egan
Asst. Right of Way Office Manager
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Egan:

Sent herewith, as soon as it could be obtained after receiving your letter on October 10th, are the following:

1. A subordination agreement executed by Portland Federal Savings and Loan;

2. A retyped signature page for the easement from the State Highway Commission to Mr. Fanno;

3. A revised page 3 of the Flowage Easement from the Fannos.

The reason for the revised page 3 is that without the words "from the herein described 42 inch culvert" someone might claim that the language is broad enough to permit the State to increase the flow rate at a future time. Accordingly, you may record the easement under the instructions of my letter of September 21, 1972 only after substituting the new page 3 in the stead of the page 3 of the easement in your hands.

Mr. Jack Sollis told me on September 20th that I could expect to receive the State's check in ten days to two weeks from receipt of the Easement. I assume the voucher has been submitted and that we will receive payment promptly, without further waiting.

Very truly yours,

HEDRICK, FELLOWS, & McCARTHY P.C.

Howard R. Hedrick

Howard R. Hedrick

HRH/lmz

cc: Frank R. Fanno

October 6, 1972

Hedrick, Fellows & McCarthy, P.C.
Attorneys at Law
808 American Bank Bldg.
Portland, Oregon 97205

File 42420, L-6200
Fanno Creek Section
Beaverton-Tualatin Highway

Attention Mr. Howard R. Hedrick

Dear Mr. Hedrick:

We acknowledge receipt of your letter of September 21, in which you enclosed the fully executed easement from Frank R. and Wilma M. Fanno to the State Highway Commission dated September 21, 1972, and the proposed easement from the Highway Commission, also the signed voucher.

In the revising of the easement forms, the subordination of mortgage interest was overlooked. We are enclosing another copy of the consent form to be secured from Portland Federal Savings and Loan Association. As soon as we have this to go as page 4 of the easement which we are holding, we can process this claim.

For the easement to the Fannos to be signed by the Highway Commission, we ask that you retype page 3, patterning the signature lines after the enclosed sample of a Commission document. We will substitute it for the present page 3.

Very truly yours,

BRING UP
10-11-72
to Loan

AE:ls
Encs.

Adele L. Egan
Asst. Right of Way Office Manager

cc: L. W. Rulien
Kenneth Rolfe

Jack Sollis

HEDRICK, FELLOWS & McCARTHY PC
ATTORNEYS AT LAW
808 AMERICAN BANK BLDG.
PORTLAND, OREGON 97205

PHONE 226-3031

HOWARD R. HEDRICK
DOUGLAS M. FELLOWS
JOSEPH J. McCARTHY

September 21, 1972

IN REPLY, REFER TO OUR FILE NO. _____

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

NOTED
JACK L. SOLLIS

RE: STATE vs. FANNO
NO. 31-462

Dear Mr. Sollis:

Sent herewith is a fully executed easement by Frank R. and Wilma M. Fanno as grantors to the State Highway Commission as grantee. You are authorized to record this easement upon payment to my clients through my office of the sum of $102,000.00. Upon receipt of this money, I will sign a stipulated order of dismissal with prejudice and without costs of the above condemnation suit.

As a further condition of delivery of this easement, it is my understanding of the third paragraph of your letter of September 20th that the easement from the State Highway Commission permitting the Fannos the right to hook onto the 42" culvert will be sent to me as soon as all of the commission members sign it.

By a copy of this letter to Judge Musick, I am notifying the Court that the matter is settled and can be removed from the trial docket of September 28th.

Sincerely yours,

HEDRICK, FELLOWS & McCARTHY, P.C.

Howard R. Hedrick

HOWARD R. HEDRICK

HRH/jga

Enc.

cc: Honorable Albert R. Musick
Frank R. Fanno

RECEIVED
SEP 25 1972
ATTORNEY GENERAL
SALEM, OREGON

September 20, 1972

Mr. Howard R. Hedrick
Attorney at Law
808 American Bank Bldg.
Portland, Oregon 97205

Re: STATE v. FANNO
Washington County Circuit Court
Case No. 31-462 (L-6200)

Dear Mr. Hedrick:

This is to advise you that the Flowage Easements forwarded with your letter of August 25, 1972, from Mr. and Mrs. Fanno to the Oregon State Highway Commission in the amount of $102,000 is acceptable as worded.

This is also to advise you that the proposed Easement from the Oregon State Highway Commission to Mr. and Mrs. Fanno is acceptable with one addition. I would suggest that the addition be added on a second page after the phrase provided however that and then insert the following: "said extension must be a 60" pipe with adequate manholes and a sufficient fall across grantees property to accommodate the existing volume of discharged from grantors said 42" pipe" and the rest of the document is acceptable.

Upon receipt of the signed easement and voucher from your office I will process the same for payment and have the easement from the Highway Commission to the Fannos executed as quickly as possible.

I appreciate your consideration in the settlement of this case and if there are any further questions please do not hesitate to contact me.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:lc
cc: Honorable Albert R. Musick

HEDRICK, FELLOWS & McCARTHY
ATTORNEYS AT LAW
808 AMERICAN BANK BLDG.
PORTLAND, OREGON 97205

PHONE 226-3031

HOWARD R. HEDRICK
DOUGLAS M. FELLOWS
JOSEPH J. McCARTHY

REFERRED 9-1-72
TO Sollis
FOR handling &
Rec. LEONARD LINDAS

IN REPLY, REFER TO OUR
FILE NO. _____

August 25, 1972

Mr. Leonard I. Lindas
Assistant Attorney General
and Counsel
State Highway Building
Salem, Oregon 97310

RE: STATE v. FANNO
Washington County No. 31-462
Your File No. 42420, L-6200

Dear Leonard:

The proposed Flowage Easement sent to me the other day by Jack Sollis would, if executed, make the entire 83 acre Fanno farm worthless as it would give the State and its assigns "a perpetual easement, right, power and privilege to overflow, flood, inundate and submerge (property description)." I telephoned Jack Sollis and informed him that heretofore the parties had agreed that, outside of collateral damages, "the cost of cure" was the measure of damages and that we had used a negotiated formula of 75% factor applied to the $116,500 engineering estimate. Accordingly, the State could neither increase the natural flow from the present sources that are ultimately discharged nor change the discharge to a different location. A change of either would alter the cost of cure.

Mr. Fanno has no objection to giving the requested flowage easement so long as it is limited as indicated. Mr. Sollis requested that I submit a form of easement, acceptable to Mr. Fanno, and that if you approved it, the matter would be closed on this basis. Accordingly, I submit a copy with this letter. I am likewise mailing a copy to Mr. Sollis.

I am also submitting the original and one copy of an easement that would authorize Mr. Fanno to connect onto the 42" culvert in the event he wishes to pipe the water across his property. I am sure you'll agree that we should leave nothing undone before bringing this to a close.

HOWARD R. HEDRICK
DOUGLAS M. FELLOWS
JOSEPH J. McCARTHY

As related to you and your co-workers innumerable times, Mr. Fanno cannot understand why there are these seemingly endless delays. I've been in Salem on five separate occasions to talk to you and others and have called you and others on your staff many, many times all in an effort to resolve this relatively simple matter. The loss of use of the money and the additional legal expense for Mr. Fanno concerns me greatly. This matter has gone on for over four years and we're still letting the moss grow under our feet. Won't you please take a few minutes to review the enclosed documents and then call me with your answer.

Sincerely yours,

HEDRICK, FELLOWS & McCARTHY, P.C.

Howard R. Hedrick

HRH/jga
Enclosures
cc: Honorable Albert R. Musick
Jack L. Sollis
Frank R. Fanno

~~E. F. Ealing~~ Clarke Et. al.

File: L- 6200

REPORT OF SETTLEMENT

R- 42420
1-2-3-4-5

be submitted to Commission: 5-16-72 Approved by Commission: 5-16-72

Telephonic approval: _____

fendants: Frank R. Fanno, et al.

:tion: Sunset Highway-Pacific Highway Highway: Beaverton-Tigard

:e Complaint filed: 4-13-70 County: Washington

'ENDANT'S ENTIRE PROPERTY:

Area: 83.71 Acres Use: Vacant Land

Improvements: None

Location of property: Near SPRR railroad crossing and Beaverton-Tualatin Highway

Effect of taking on remaining property: Flowage easement over entire property
6

'PERTY ACQUIRED:

Tillable irrigated land: _____ (7-8-9)

Tillable non-irrigated land: Permanent flowage easement over 83.71 Acres (10-11-12)

Non-tillable land: _____ (13-14-15)

Urban or industrial property (including homesites): _____ (16-17-18-19-20-21)

Consideration: For land: $3,000 (22-23-24-25-26-27) Improvements: _____ (28-29-30-31-32-33) Damages: $99,000 (34-35-36-37-38-39)

Equipment: _____ (40-41-42-43-44-45) Timber: _____ (46-47-48-49-50) Fencing Allowance: _____ (51-52-53-54-55)

TLEMENT:

CASH: $ 102,000 OTHER: _____

Improvements taken: None

Purpose of taking: _____ Excess land taken: Flowage Easement (57-58-59-60-61-62) Consideration: $_____ (63-64-65-66-67)

SS CONTROL: 56

( ) Entire taking ( ) Complete restriction of Access ( ) Access controlled (X) Access not controlled

Access allowed as follows:

Station	Width	Side of Highway	Use	To be constructed by

GE OF GRADE WITHIN MEANING OF ORS 373.040 ( ) Yes (X) No

NT OF OFFER PRIOR TO FILING COMPLAINT: $_____

AISALS:

Name		Amount
Meyer	Easement	$ 7,000
State Cost of Cure (Dick Lenz)		$ 80,000
Owners Cost of Cure		$121,620

Telephonic approval: _____

fendants: Frank R. Fanno, et al.

:tion: Sunset Highway-Pacific Highway Highway: Beaverton-Tigard

:e Complaint filed: 4-13-70 County: Washington

'ENDANT'S ENTIRE PROPERTY:

Area: 83.71 Acres Use: Vacant Land

Improvements: None

Location of property: Near SPRR railroad crossing and Beaverton-Tualatin Highway

Effect of taking on remaining property: Flowage easement over entire property

6

'PERTY ACQUIRED:

Tillable irrigated land: _____ 7-8-9 Tillable non-irrigated land: Permanent flowage easement over 83.71 Acres 10-11-12

Non-tillable land: _____ 13-14-15 Urban or industrial property (including homesites): _____ 16-17-18-19-20-21

Consideration: For land: $3,000 22-23-24-25-26-27 Improvements: _____ 28-29-30-31-32-33 Damages: $99,000 34-35-36-37-38-39

Equipment: _____ 40-41-42-43-44-45 Timber: _____ 46-47-48-49-50 Fencing Allowance: _____ 51-52-53-54-55

TLEMENT:

CASH: $ 102,000 OTHER: _____

Improvements taken: None

Purpose of taking: _____ Excess land taken: Flowage Easement 57-58-59-60-61-62 Consideration: $ _____ 63-64-65-66-67

ESS CONTROL: 56

( ) Entire taking ( ) Complete restriction of Access ( ) Access controlled (X) Access not controlled

Access allowed as follows:

Station	Width	Side of Highway	Use	To be constructed by

GE OF GRADE WITHIN MEANING OF ORS 373.040 ( ) Yes (X) No

NT OF OFFER PRIOR TO FILING COMPLAINT: $ _____

AISALS:

Name	Amount
Meyer Easement	$ 7,000
State Cost of Cure (Dick Lenz)	$ 80,000
Owners Cost of Cure	$121,620

EW APPRAISER: _____ Date: _____ Amount: $ _____ 68-69-70-71-72-73

ND OF DEFENDANTS: Answer: $ _____

:age Road Provision: (X) None ( ) Future ( ) Present

SETTLEMENT NEGOTIATED BY:

For State: Jack L. Sollis For Defendant: Howard Hedrick

Taxes to be paid by owner to: ----------

Title insurance premium to be paid by: State

Obligations of State: Grant easement to connect existing 42-inch drainage pipe.

Obligations of Owners:

Date State entitled to possession: Now

Title to be taken by: Easement
(X) Deed ( ) Judgment

Residential buildings taken: None
74

Number of residential living units taken (apartments or rooms in multiple dwellings): None
75-76

Farm buildings taken: None
77

Other buildings taken: None
78

Total number of buildings taken -- all types: None
79

Variance from terms and obligations of complaint; if any:

JUSTIFICATION OF SETTLEMENT: See Attached Sheet.

REMARKS:

/s/ Jack L. Sollis
Signature of Attorney

/s/ L. I. Lindas
Concurrence of Chief Legal Counsel

cc: File
L. I. Lindas
Mr. L. B. Hampton
Mr. W. H. Haskin
~~Mr. T. D. Sellers~~ Addie Lee
Division Engineer
Right of Way Supervisor (2)

JUSTIFICATION OF SETTLEMENT

This case began when the defendant complained of excess drainage water being placed over his property as a result of highway construction. The case has been going on for several years and extensive studies have been made by both sides as to what the problem is and what the manner of cure would be. The State finally had a complete hydraulic study made and it was determined that the cost of cure would be to run a 54-inch drainage pipe down across the defendant's property, the cost of which is estimated to be $80,000 and Mr. Harold Meyer valued the easement at $7,000 for a total of $87,000. The owners came up with a cost of cure for a 60-inch pipe which is the size they thought was necessary at a cost of $121,620. The file was finally compromised by the granting of a flowage easement over the entire 83 acres by Mr. Fanno for $102,000. The State is also obligated to grant to Fanno an easement allowing him to hook onto the existing 42-inch drainage pipe on the highway right-of-way and run a 60-inch pipe down across his property with sufficient fall to handle the highest velocity of water and highest volume of water that can come out of the State's 42-inch pipe.

RECEIVED
FEB 14 1972
FOR FILING

DEPARTMENT OF JUSTICE

Memorandum

TO:	L. I. Lindas Asst. Attorney General & Counsel
FROM:	Robert A. Holland Asst. Attorney General

DATE: January 21, 1972

1-27-72 Olson

SUBJECT: State v. Fanno (L-6200)

On Friday, January 14, 1972, there was a meeting held in the office of Leonard I. Lindas, Chief Counsel, pertaining to a negotiated settlement of the above-entitled case. Mr. Howard Hedrick, Attorney at Law, was present with his client, Mr. Fanno. Discussions were held pertaining to alternate routes of a drainage facility which may effect the subject property. The cost of constructing the facility across the subject property would cost the State in excess of $90,000. This cost estimate is based upon a previously agreed cost distribution for sharing purposes of 75% to the State and 25% to the property owner. This agreement was based upon engineering estimates of the amount of water which the subject property would ordinarily be required to accept and the amount of water that the State was collecting and adding to the flow across the subject property. An alternate route is available to take the water down the state highway right of way. The entire cost of this would be borne by the State. While no exact estimates have been made, an early estimate of approximately $42,000 was prepared. Later the suggested pipe to carry the water was enlarged to a 54-inch pipe and Mr. Rulien was asked to make a rough estimate of the increase. While no formal engineering estimates were prepared, Mr. Rulien stated that because of the time differential and the increase of the pipe, the cost would now be approximately $50,000. Mr. Dick Linns suggested later that the cost could be as much as $60,000.

In comparing the two alternatives, it appears that the State would save in excess of $30,000 by taking the water down the highway right of way.

The owners have itemized the costs which they have incurred to date because of the flowage of the water in the amount of $12,715.49. It was agreed by the owners that if the State should construct the drainage facility in state highway right of way, that the owner would be benefited in the sense that water which ordinarily flowed across his property could now be included in the State's drainage system. Because of the suggested advantage to the owner, the owner was willing to reduce his claim to $8,600.

After the owner and his attorney had left, a conference resulted in the fact that Mr. Lindas would recommend that the State take the drainage water down the State Highway Department right of way and pay to the owner $8,600 in cash for out-of-pocket losses to date. Whether the water was taken across the subject property or down the State Highway Department right of way, the owner would be entitled to present evidence of his out-of-pocket costs and recover them in a lawsuit.

While the owner does receive some benefit from being allowed to have his 25% of the water placed in the state highway drainage system, this is not a legal special benefit. The reason for this is that we are taking no property or property right from the owner and, therefore, there is nothing to offset the special benefit against. If we were taking a flowage easement or a drainage easement, the fact that we removed the water from the owner's land could be offset as a special benefit.

It is my recommendation to Mr. Lindas that the case be settled on the above-entitled basis. Mr. Lindas has indicated to me that he would recommend to Mr. Edwards and to the Commission the settlement based upon the proposal set forth herein.

RAH:mjg

LEE JOHNSON
ATTORNEY GENERAL

RECEIVED
JAN 3 - 1972
FOR FILING

C11-462 1)
7047

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348
104 State Highway Building

November 24, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS — JAMES F. LARSON
JAMES P. CRONAN, JR. — JOHN R. McCULLOCH
QUINTIN B. ESTELL — FRANK C. McKINNEY
MICHAEL GILLETTE — EARL M. PRESTON
LAWRENCE J. HALL — R. KEN ROBERTS
LESLIE B. HAMPTON — GEORGE E. ROHDE
ROBERT A. HOLLAND — JAMES A. SANDERSON
DONALD J. HOWE — JACK L. SOLLIS
EDWARD LADD — CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Morgan
Decker
Bond
Warner
Bachtel
Johnson
Peace
Swan
Sutton
Litchfield

RECEIVED
DEC 6 1971
CONSTRUCTION DIVISION

Tom Edwards
Deputy Highway Engineer
Room 138
State Highway Building

Re: State v. Fanno, Circuit Court
Washington County, Case No. 31-462 (L-6200 R-42420)

Dear Tom:

Please review the attached memo from Bob Holland respecting the above condemnation action. The Fanno property abuts the G.A.F. property to the north and lies southerly of State Highway 217 at Progress.

This matter has been pending for several years. At the commencement our people state we were gathering and dumping additional water on the Fanno property. They affirm the amount was minimal and as a result we offered to pay Fanno something less than $2000.

As the matter proceeded, measurements of the additional amounts of water indicated more than was first anticipated. The matter was then considered by a fee appraiser and, based on the additional amounts of water and on a cost to cure basis (difference in pipe size necessary to take the additional water), felt the just compensation should be $12,000.

After the engineers met, we were then advised we were, in fact, placing considerably more water on the Fanno property than in the before condition.

Fanno has always been endeavoring to have us run our 42" pipe northerly on Highway 217 to Fanno Creek, thus by-passing his property. This, of course, will specially benefit his property, except the flooding of his property through the back door when Fanno Creek overflows. This is a normal winter condition.

AEJ
Bring me maps & data

NOTED
A. E. Johnson

After you've had a chance to review the attached, Holland and I would like to confer with you respecting this.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

Attachment

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF JUSTICE

Memorandum

TO: Leonard I. Lindas DATE: November 22, 1971

FROM: Bob Holland

SUBJECT: State v. Fannon 6200

The above entitled case is set for trial on December 14, 1971 in the Circuit Court for Washington County. On Friday, November 19, I attended the pretrial conference with the Court and the land owner, Mr. Fannon, and Mr. Hedrick, the attorney for the land owner. After the parties had explained the fact situation to Judge Hieber, Mr. Hedrick stated that the parties had agreed that the cost of cure is the measure of damages in the case. The cost of cure is not incumbent upon one of the parties solely, but upon both of the parties. The parties had requested that their individual engineers do the necessary field work to determine the percentage of responsibility of each party. The engineers were to prepare findings and hold the necessary consultations to the end that they could agree on the share of responsibility involved in the case. The engineers for the respective parties were the firm of Stevens, Thompson & Runyan of Portland, Oregon for the land owner and the State Highway Department did its own engineering work, which was primarily performed by Mr. Dick Lenz, hydraulic engineer. As the result of their work, the parties agreed that the responsibility was in the proportion of three-to-one. The State Highway Department being responsible for 75% of the cost of cure and the land owner being responsible for 25% of the cost of cure. Thereafter the land owner presented his cost figures to the court. The figures were not final figures, but figures which were hastily drawn together for the purpose of this pretrial conference. The land owner's attorney stated that the cost of a 60" pipe across the land and its installation in the necessary areas would be $115,620. There would be an additional $3,000 item which would be the cost of the acreage for the easement to run the pipe on and an item of $3,000 for the construction of crossover points. Apparently the pipe would be installed on the surface of the ground which would contemplate later fill to cover the pipe and while the farming operation continues, it would be necessary to construct rampways to drive farm machinery and equipment over the pipe. As mentioned, this item would be $3,000. The total of all these items is $121,620.00 If this figure is treated with the proportionate shares of responsibility above mentioned, the state's share would be $91,215. I suggested to Mr. Hedrick that the engineers had not agreed on a 60" pipe. He said that he realized this; however, his engineers determined that such would be necessary. And he was hopeful that the state's engineer would be convinced that this size of pipe might well be necessary. In their considerations, he stated that on October 16, 1971 there was a rain shower which occurred after a dry period where the ground was not particularly saturated with water and the water ran down the drainage ditch along Highway 217 and through a 42" pipe which is under an approach in the highway. He said that they took photos of the water running through this pipe and it came within two inches of the top. He felt that certainly in this instance a larger pipe was indicated. He said that they have pictures of this situation. In addition, there are two 30" pipes under an approach road. The two 30" pipes would not handle the water on this same day and after those pipes were completely

full, the water ran over the top of the roadway. He also has pictures of this situation. Mr. Hedrick will supply to Mr. Lindas the computations made by the engineering firm employed by the land owner and also maps and drawings showing the location and pipe sizes.

The State Highway Division has not made an accurate computation of the cost of installing the drainage pipe in the right-of-way of Highway 217 as of this time. A figure computed for a 42" pipe in 1968 was $36,800. I talked with Mr. Rulien, Division Engineer, pertaining to this matter. He stated that if the pipe were enlarged to a 54" pipe and if the time difference from 1968 to present is considered, it would cost approximately $50,000 to install the pipe in the right-of-way of Highway 217. This was a more or less off-the-cuff estimate and not a figure resulting from exacting computations.

It would also appear that if the water were taken across the land of Mr. Fannol, there may well be considerations of whether the state has the right to dump this water on the next land owner from Mr. Fannol.

Considering everything involved in this matter, it appears as though the State Highway Division would be saving a substantial sum of money by installing the pipe in the right-of-way of Highway 217.

If I can furnish further consideration pertaining to our pretrial conference, don't hesitate to call on me.

RAH:ebc

RECEIVED
SEP 23 1968
HIGHWAY COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FOR FILING
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

SU-466(7)
7041

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23rd, 1968

Mr. Howard Hedrick
Attorney at Law
805 American Bank Building
Portland, Oregon 97205

#6650
7041

Re: File No. R-42420 (Fanno)
Fanno Creek Section
Beaverton-Tualatin Highway

Dear Mr. Hedrick:

As promised in my letter of August 29, 1968, your suggestion for carrying drainage water past the natural drainage course on subject file has been investigated by the engineers. The proposal encounters some difficulties because of the lay of the ground along Highway 217 and the width of the right of way. Based on these and other factors, the engineering decision rules out the possibility of carrying the drainage water directly down Highway 217 to Fanno Creek.

The engineers do, however, stand ready to complete the work which was agreed upon between your client, Mr. Frank R. Fanno, and employees of the Department. Part of the work was done immediately but the wetness of the ground precluded cleaning out the 600 feet of drainage channel at the time. The State will complete the work upon reaching final agreement with your client.

As an alternative to this if Mr. Fanno prefers, we would be willing to pay the estimated cost of doing the channel work directly to Mr. Fanno upon his completion of the work. The cost that we have estimated on the file is $1,500.00 for cleaning out and realigning 600 feet of the drainage channel.

Pursuing either alternative would effectively conclude the agreement reached at one time with your client. Since the feasibility of the circumstances requires using the existing drainage channel

cy Comets.
12-6-71

across Mr. Fenno's property, we ask your consideration and decision of the above alternatives so that work either way can be completed prior to the winter rains.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ARMAND L. RIVENESS
Staff Attorney

ALR:ac

P.S. Since writing this letter I have yours of September 19th 1968. I trust this will adequately cover the requested report and assist in resolving this matter soon.

A.R.

cc to: G. E. Rohde
F. D. Kiahoe
D. H. Mochring
L. W. Rulien

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1968

FOR FILE
S-4166(7)
1047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 13, 1968

SUBJECT: Fanno Ditch Drainage
R-42420
Contracts No. 6650 and 7047

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. A. L. Riveness
Staff Attorney

Reference is made to your letter of August 29, 1968 revealing the suggestion of a Mr. Howard Hedrick to carry the storm sewer water further along Highway 217 to where it could be dumped directly into Fanno Creek.

We have investigated this suggestion and find it would cost approximately $40,000. Because of this high cost, we feel this plan is not practical.

It is our recommendation that Mr. D. H. Haller Jr.'s recommendation in his letter of July 25, 1968 be followed. This is to send Mr. Fanno a written offer to undertake and complete the work as was agreed upon by Mr. Keasey in his letter of November 8, 1967 or that we offer Mr. Fanno a cash settlement equal to the cost of our work; approximately $1,500. Mr. Keasey's suggestion was to construct approximately 600 feet of new drainage ditch with the necessary culverts under the private roadway and pay Mr. Fanno for any damage we may cause. Mr. Keasey further suggested we assume no maintenance agreement on this channel.

If Mr. Fanno fails to accept an offer on the above recommendations, then we suggest the State let Mr. Fanno make the next move.

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DLT:fw
cc: F. B. Klaboe
D. H. Mochring
L. W. Rullen

cy Constr
12-6-71

RECEIVED
SEP 16 1968
OFFICE OF

RECEIVED
JUL 15 1971
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

SU-466(7)

7047

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

XXXXXXXXXXXXXXXXXXXXXXX

505 State Highway Building

July 13, 1971

George C. Capelle, Jr., P.E.
c/o Stevens, Thompson & Runyan Inc.
5505 S. E. Milwaukie
Portland, Oregon 97202

Re: State v. Fanno - L-6200

Dear Mr. Capelle:

In line with your request of R. Lenz, of this Division, I forward you herewith the following:

6650

Sheet No. 6, Project No. SU-466(4), SPRR O'Xing-Pacific Highway West Section - Beaverton-Tigard Highway

Sheet Nos. 6, 7, 7A, 8, Project No. SU-466(4), SPRR O'Xing-Pacific Highway West Section - Beaverton-Tigard Highway

7047

Sheet Nos. 6, 7, 7A, 7B, 7C, 7D, 7E, Project No. SU-466(7) Beaverton-Progress Section - Beqverton-Tigard Highway

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
Enclosures

cc - Mr. F. B. Klaboe
Mr. Hil Young
Mr. Howard Hedrick

RECEIVED
DEC 4 1970
FOR
STATE OF OREGON
1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 30, 1970

Mr. Roger A. Stolley
Route 1, Box 928
Beaverton, Oregon 97005

Dear Mr. Stolley:

Thank you for your recent letter concerning the Beaverton-Tigard Highway.

Oregon as well as the other states receives substantial grants of federal-aid funds for construction of the Interstate and Defense Highway System. This system is constructed to full freeway standards.

On the remaining portion of the highway network, of which the Beaverton-Tigard (ORE210) is a part, available funds are very short of need and demand.

The Beaverton-Tigard Highway has been constructed to the highest standard that available financing will permit. While provision has been made to add interchanges in the future when funding becomes available, it was not possible to do this in the first instance. The average daily traffic on the route is in the 12,000-15,000 range and the accident rate is much below state-wide average. It is understandable that the old route may now be convenient, but this has become possible because of the expressway facility and the amount of traffic that has diverted to it.

Sincerely,

Governor

TM:mc

bcc: R.L. Porter

RECEIVED
DEC 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
NOV 18 1970
FOR FILING

Rt. 1, Box 928
Beaverton, Ore. 97005
November 16, 1970

State of Oregon
The Honorable Governor
Tom McCall
Salem, Ore. 97310

Subject: Oregon State Highway 217

Dear Sir:

Proper overpasses were not provided on Oregon Highway 217. As is, traffic lights at key intersections impede the flow of traffic. It is possible to travel the old highway, Hall Blvd., at speeds within the law and make better progress in a shorter time than on the new highway. Plus, three traffic lights on Oregon Highway 210, near Progress, where it crosses Highway 217 are only needed during rush traffic hours.

If the State of Oregon did not have the funds to provide proper overpass facilities on this section of highway, then they did not have the right to allot funds for the engineering or construction of that abomination. It will cost considerably more money to correct these errors, than if it were to have been properly engineered and constructed in the first place. However, if funding was not the reason for this abomination, rather just incompetent engineers & administration ♣ I shall be happy to take over as head of the Oregon State Highway Department, get rid of a few people (fire them), and do the job right.

Sincerely,

Roger A. Stolley

Copy To: State of Oregon
State Highway Department
State Highway Engineer
Forrest Cooper
Salem, Ore. 97310

NOTED
R. L. P...

NOTED
TOM EDWARDS

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Roger A. Stolley
Rt. 1, Box 928
Beaverton, Ore. 97005

STATE COPY

Monthly transaction number 10-30	FC . PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-16-69	County Washington
Modification number 2		Project number SU-466(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 11, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,800,714	$ 3,829,217
Federal funds	$ 2,394,400.00	$ 2,430,000.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J B Knox

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-D C 26364-P65

Oregon State Highway Department

Federal Aid
Project No. SU-466(7)

BEAVERTON-PROGRESS SECTION ON THE

BEAVERTON-TIGARD HWY. IN WASHINGTON COUNTY

Revised project agreement estimate.

Salem, Oregon, October 7, 1969

Type Code 6201
Roadway (Sta. 171+00 to 351+00) (Contract 7047)

Subtotal on previous estimate of April 15, 1969		$2,180,522.85
Additional Item		
PA 14 Revise Signs, Signals & Illumination	Lump Sum	25,912.00
	Subtotal	$2,206,434.85
	*10% Engr. & Cont.	219,143.15
	Total	$2,425,578.00
W. Slope Sanitary Dist. (Adjust Manholes)	All Required	(800.00)
Progress Sanitary Dist. (Sewer Adjustment)	All Required	(3,426.00)
	Total	$2,421,352.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Total for structures same as previous estimate of April 15, 1969 $1,407,865.00

Length of Roadway	2.957 miles
Length of Structures (2)	0.088 mile
Length of no work section	0.455 mile
Total	3.500 miles
Cost of roadway per mile	$818,854.25

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,421,352.00	$1,536,100.00	$885,252.00
Structures	1,407,865.00	893,900.00	513,965.00
Total	$3,829,217.00	$2,430,000.00	$1,399,217.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 134-1041

Monthly transaction number - 4-101	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
Modification number 1	(PPM 21-7)	Project number SU-466(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 11, , 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,728,842	$ 3,800,714
Federal funds	$ 2,367,700.00	$ 2,394,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of April , 19 69 .

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. SU-466(7)

BEAVERTON-PROGRESS SECTION ON THE

BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Revised project agreement estimate.

Salem, Oregon, April 15, 1969

Type Code 6201
Roadway (Sta. 171+00 to Sta. 351+00)

Subtotal on previous estimate of July 13, 1967			$2,111,115.65
Previous Estimate			
General Excavation, Unclassified	400,000 cu.yd.	0.75	$ 300,000.00
Special Borrow Excavation, Unclassified	147,000 cu.yd.	0.90	132,300.00
Median Barrier	14,000 lin. ft.	3.55	49,700.00
			$ 482,000.00
Revised Estimate			
General Excavation, Unclassified	428,300 cu.yd.	0.75	$ 321,225.00
Special Borrow Excavation, Unclass.	181,300 cu.yd.	0.90	163,170.00
Median Barrier	- lin.ft.	3.55	-
PA 10 Revised Median Barrier	12,620 lin.ft.	5.31	67,012.20
			$ 551,407.20
		Net Increase	69,407.20
		Subtotal	$2,180,522.85
		*10% Engr. & Cont.	216,552.15
			$2,397,075.00
W. Slope Sanitary Dist. (Adjust Manholes)	All Required		(800.00)
Progress Sanitary Dist. (Sewer Adjustment)	All Required		(3,426.00)
			$2,392,849.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Total for Structures on previous estimate of July 13, 1967		$1,408,115.00
Progress Water District (Increase size of utility hole to 16")	All Required	(250.00)
	Total	$1,407,865.00

Length of Roadway - - - - -	2.957 mi.
Length of Structures (2) - -	0.088 mi.
Length of No Work Section -	0.455 mi.
Total	3.500 mi.
Cost of roadway per mile - -	$809,215.09

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,392,849.00	$1,500,300.00	$ 892,549.00
Structures	1,407,865.00	894,100.00	513,765.00
Total	$3,800,714.00	$2,394,400.00	$1,406,314.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 134-1041

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-16	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
— 8	8-11-67	Washington
		PROJECT NO. S-466(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

ST. Rd. 0.79 mi N Beaverton S City Lts.
Beaverton-Progress Section of the Beaverton-Tigard Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-19-66	3.500
OTHER *(Specify)*		

FUNDS Pro Rata 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,728,842	$ 2,367,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 11, 1967

Oregon State Highway Department

Federal Aid
Project No. SU-466(7)

BEAVERTON-PROGRESS SECTION ON THE

BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Project agreement estimate.

Salem, Oregon, July 13, 1967

Type Code 6201
Roadway (Sta. 171+00 to Sta. 351+00) (Cont. No. 7047)

Clearing and Grubbing	All Required		$ 85,000.00
Ditch Excavation, Unclassified	600 cu.yd.	$ 2.00	1,200.00
General Excavation, Unclassified	400,000 cu.yd.	0.75	300,000.00
Overhaul	155,000 C-yd. sta.	0.30	46,500.00
Special Borrow Excavation, Unclassified	147,000 cu.yd.	0.90	132,300.00
Finishing Roadbed and Slopes	All Required		10,000.00
Rounding Cutbanks	7,000 lin.ft.	0.25	1,750.00
Trench Excavation	8,900 cu.yd.	3.00	26,700.00
Special Backfill in Drains	500 cu.yd.	7.50	3,750.00
Furnishing and Placing Topsoil	12,000 cu.yd.	1.50	18,000.00
Watering	10,000 M-gal.	0.01	100.00
Obliteration of Roadway	32 sta.	25.00	800.00
Pavement Replacement	440 lin.ft.	2.00	880.00
Lime Treated Subgrade	250,000 sq.yd.	0.20	50,000.00
Lime for Treated Subgrade	2,900 ton	26.00	75,400.00
3/4" - 0 Material in Stone Leveling Course	11,200 ton	2.45	27,440.00
Plant Mix Stone Base	140,000 ton	2.70	378,000.00
Bituminous Base Mixture	35,000 ton	3.20	112,000.00
Asphalt in Bituminous Base Mixture	1,600 ton	28.00	44,800.00
3/4" - 0 Aggregate in Prime Coat	1,300 cu.yd.	4.50	5,850.00
RC-250 Asphalt in Prime Coat	200 ton	41.50	8,300.00
Asphalt in Tack Coat	2 ton	50.00	100.00
Class "B" Asphalt Concrete Mixture	43,500 ton	3.30	143,550.00
Asphalt Cement in Mixture	2,400 ton	28.00	67,200.00
12-inch Reinforced Concrete Bridge End Panels	1,600 sq.yd.	11.50	18,400.00
Special Steel Reinforcement	67,000 lb.	0.13	8,710.00
Loose Riprap	2,200 cu.yd.	3.50	7,700.00
12-inch Culvert Pipe	350 lin.ft.	3.50	1,225.00
18-inch Culvert Pipe	1,150 lin.ft.	4.75	5,462.50
24-inch Culvert Pipe	340 lin.ft.	6.00	2,040.00
30-inch Culvert Pipe	50 lin.ft.	9.00	450.00
36-inch Culvert Pipe	320 lin.ft.	11.00	3,520.00

42-inch Culvert Pipe	1,200 lin. ft.	$ 22.00	$ 26,400.00
60-inch Culvert Pipe	350 lin. ft.	30.00	10,500.00
8-inch Sewer Pipe	1,600 lin. ft.	2.50	4,000.00
12-inch Sewer Pipe	2,200 lin. ft.	4.00	8,800.00
15-inch Sewer Pipe	1,550 lin. ft.	5.25	8,137.50
18-inch Sewer Pipe	760 lin. ft.	6.75	5,130.00
21-inch Sewer Pipe	350 lin. ft.	9.00	3,150.00
24-inch Sewer Pipe	400 lin. ft.	10.00	4,000.00
6-inch Drain Pipe	170 lin. ft.	2.00	340.00
8-inch Drain Pipe	4,000 lin. ft.	2.50	10,000.00
18-inch Paved Culvert End Slopes	12 only	45.00	540.00
24-inch Paved Culvert End Slopes	4 only	60.00	240.00
36-inch Paved Culvert End Slopes	2 only	95.00	190.00
Concrete Manholes	18 only	400.00	7,200.00
Concrete Inlets, Type CG-1	10 only	160.00	1,600.00
Concrete Inlets, Type CG-2	1 only	175.00	175.00
Concrete Inlets, Type G-1	28 only	155.00	4,340.00
Concrete Inlets, Type G-2M	20 only	165.00	3,300.00
Concrete Inlets, Type M	2 only	600.00	1,200.00
Concrete Inlets, Type B	1 only	150.00	150.00
Adjusting Manholes	10 only	100.00	1,000.00
Reconstructing Concrete Manholes	2 only	300.00	600.00
Adjusting Inlets	1 only	100.00	100.00
Concrete Curbs	380 cu. yd.	45.00	17,100.00
Concrete End Pieces	6 only	50.00	300.00
Extra for AC Concrete Approaches	10 only	50.00	500.00
Extra for AC Concrete Curbs	330 lin. ft.	1.00	330.00
Guide Posts, W-1	170 only	7.50	1,275.00
Guide Posts, Y-1	80 only	7.50	600.00
Guide Posts, Y-2	200 only	8.00	1,600.00
Guard Rail	10,100 lin. ft.	2.55	25,755.00
Median Barrier	14,000 lin. ft.	3.55	49,700.00
Type 2 Barricade	500 lin. ft.	4.25	2,125.00
Terminal Anchor Posts	14 only	55.00	770.00
Guard Rail Blocks	3,200 only	1.60	5,120.00
Extra Guard Rail Posts	78 only	10.50	819.00
Salvaging Type 2 Barricade	1,800 lin. ft.	0.65	1,170.00
Guard Rail-Salvaged Type 2 Barricade	850 lin. ft.	0.95	807.50
Type 3 Barricade-Salvaged Type 2 Barricade	950 lin. ft.	0.65	617.50
Furnishing Field Laboratory Building	All Required		1,500.00
Roadside Seeding	44 acre	120.00	5,280.00
Roadside Mulching	44 acre	150.00	6,600.00
Seed Mixture	1,320 lb.	0.70	924.00
Inorganic Fertilizer, 10-16-8	176 cwt.	6.50	1,144.00

Signing			
Sign Support Footings	All Required		$ 12,000.00
Breakaway Sign Posts	All Required		6,200.00
Joint Use Posts	All Required		14,000.00
Cantilever Sign Posts	All Required		21,000.00
Structural Mounts	All Required		400.00
Sign Illumination Equipment	All Required		6,000.00
Painted Wood Sign Posts	All Required		2,300.00
Type "A" Signs in Place	2,266 sq.ft.	$ 7.00	15,862.00
Type "C", "D" & "R" Signs in Place	1,306 sq.ft.	3.40	4,440.40
Type "E" Signs in Place	115 sq.ft.	3.75	431.25
Type "F" Signs in Place	165 sq.ft.	5.00	825.00
Thermoplastic Pavement Markers	7 only	100.00	700.00
Advance Flashing Beacons	All Required		3,200.00
Signaling			
Traffic Signal Installation, Complete	All Required		90,000.00
Illumination			
Roadway Illumination Installation, Complete	All Required		$ 50,000.00
			$2,039,615.65
Flagging (57-1/2% of Contractor's Cost)	All Required		10,000.00
Signing	All Required		1,500.00
Temporary Signal Work	All Required		2,000.00
Barricade Lights	All Required		1,000.00
Protection Cost SPRR	All Required		12,000.00
Signals and Xings, SPRR	All Required		45,000.00
			$ 71,500.00
	Subtotal		$2,111,115.65
	*10% Engr. & Cont.		209,611.35
	Total		$2,320,727.00

*Reduced in accordance with paragraph 5 (Project Field Office) of PPM 30-6.

Type Code X181
Beburg O'xing No. 9045 (Sta. 201+81 to Sta. 205+20) (Cont. No. 7047)

Shoring, Cribbing, etc.	All Required (30%)		$ 9,000.00
Structural Excavation	1,600 cu. yd.	$ 8.00	12,800.00
Structural Excavation Below Elevation Shown	160 cu. yd.	3.00	480.00
Special Backfill	370 cu. yd.	6.50	2,405.00
Furnish Treated Timber Piling	23,680 lin. ft.	1.50	35,520.00
Drive Timber Piles	350 only	35.00	12,250.00
Class "A" Concrete (1,729 cu. yd.)	All Required (21%)		133,770.00
65'-70' Type 4 Prestressed Beams	10 only	1,350.00	13,500.00
80'-85' Type 4 Prestressed Beams	10 only	1,900.00	19,000.00
95'-100' Type 4 Prestressed Beams	22 only	2,300.00	50,600.00
Reinforcement (357,800 lb.)	All Required (16%)		48,000.00
Metal Parapet Railing, Single Pipe	687 lin. ft.	7.00	4,809.00
Preparation of Slopes	1,730 sq. yd.	3.00	5,190.00
Concrete Slab Riprap	1,730 sq. yd.	6.00	10,380.00
8-inch Metal Drain Pipe, Type "A" Coating	220 lin. ft.	4.50	990.00
			$ 358,694.00

Type Code X020
Fanno Cr. Br. No. 9457 (Sta. 243+73 to Sta. 244+98)
(Cont. No. 7047)

Shoring, Cribbing, Etc.	All Required (3%)		$ 900.00
Structural Excavation	20 cu. yd.	8.00	160.00
Furnish 16-inch Prestressed Piling	4,050 lin. ft.	5.50	22,275.00
Drive Prestressed Piles	60 only	115.00	6,900.00
Class "A" Concrete (698 cu. yd.)	All Required (8%)		50,960.00
Reinforcement (164,700 lb.)	All Required (7%)		21,000.00
Metal Parapet Railing, Single Pipe	250 lin. ft.	7.00	1,750.00
8-inch Metal Drain Pipe, Type "A" Coating	30 lin. ft.	4.50	135.00
			$ 104,080.00

Type Code X221
Beaverton-Tualatin Hwy. U'xing No. 9671 (Sta. 295+79.47) (Length 232')
(Cont. No. 7047)

Shoring, Cribbing, etc.	All Required (10%)		$ 3,000.00
Structural Excavation	410 cu. yd.	8.00	3,280.00
Structural Excavation Below Elevation Shown	40 cu. yd.	3.00	120.00

Furnish 10 BP 42 Steel Piling	2,600 lin. ft.	$ 4.25	$ 11,050.00
Drive Steel Piles	72 only	35.00	2,520.00
Splice Steel Piles	18 only	30.00	540.00
Class "A" Concrete (1,453 cu.yd.)	All Required (17%)		108,290.00
Reinforcement (470,600 lb.)	All Required (20%)		60,000.00
Metal Parapet Railing, Single Pipe	544 lin. ft.	7.00	3,808.00
Metal Parapet Railing, Two Pipe	272 lin. ft.	11.50	3,128.00
			$ 195,736.00

Type Code X221
Scholls Hwy. U'xing No. 9672 (Sta. 319+28.63) (Length 396')
(Cont. No. 7047)

Shoring, Cribbing, etc.	All Required (57%)		$ 17,100.00
Structural Excavation	3,070 cu. yd.	8.00	24,560.00
Structural Excavation Below Elevation Shown	300 cu. yd.	3.00	900.00
Special Backfill	30 cu. yd.	6.50	195.00
Furnish 10 BP 42 Steel Piling	9,540 lin. ft.	4.25	40,545.00
Drive Steel Piles	342 only	35.00	11,970.00
Splice Steel Piles	82 only	30.00	2,460.00
Class "A" Concrete (4,575 cu.yd.)	All Required (54%)		343,980.00
Reinforcement (1,323,000 lb.)	All Required (57%)		171,000.00
Metal Parapet Railing, Single Pipe	935 lin. ft.	7.00	6,545.00
8-inch Metal Drain Pipe, Type "A" Coating	350 lin. ft.	4.50	1,575.00
6-inch Standard Steel Pipe	45 lin. ft.	17.00	765.00
			$ 621,595.00

Subtotal	$1,280,105.00
10% Engr. & Cont.	128,010.00
Total	$1,408,115.00

Length of Roadway	2.957 miles
Length of Structures (2)	0.088 mile
Length of No Work Section	0.455 mile
Total	3.500 miles
Cost of Roadway per Mile	$784,824.82

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,320,727.00	$1,473,600.00	$ 847,127.00
Structures	1,408,115.00	894,100.00	514,015.00
Total	$3,728,842.00	$2,367,700.00	$1,361,142.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BEAVERTON-PROGRESS SECTION

PROJECT NO. SU-466(7)

Nonparticipating Work

Work by West Coast Telephone Co.	All Required	$ 500.00
Work by S. P. & S. Railroad	All Required	500.00
Sawyers, Inc. (Sewers)	All Required	2,000.00
Work by Portland General Electric	All Required	2,000.00
Work by N. W. Natural Gas Co.	All Required	2,000.00
Work by Western Union	All Required	500.00
		$7,500.00

OE RR Circuits 565.00

RECEIVED
SEP 8 - 1969
FOR FILING

EARL F. G. HURLBURT
OLYWN E. KENNEDY
CHARLES C. M. PETERSON
GEORGE H. BOWLES
BRUCE W. TOWSLEY

HURLBURT, KENNEDY, PETERSON, BOWLES & TOWSLEY
ATTORNEYS AT LAW
SUITE 611 CENTURY TOWER
1201 S. W. 12TH AVENUE
PORTLAND, OREGON 97205

228-2373

September 3, 1969

Mr. Lloyd Shaw
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Triumph Pipe and Construction Co. vs.
Progress Sanitary District, Washington
County No. 30-648

Dear Lloyd:

Needful is a blow-up of the enclosed photo copy of a newsprint photo. A 30"x30" would be about right. Perhaps you will kindly route this request to the correct section, if not in your library.

If there is a question or suggestion call me here. Otherwise please send along with billing.

An explanation of necessity might help. It is this: Prior to construction of the Beaverton Progress section, Progress Sanitary District employed Triumph to lay a 12" sewer line across your right-of-way. Triumph began work late in July, 1966. Early in 1967 leaks were observed in the line and Progress withheld final payment. The State did not begin its work in that area until about the middle of August, 1967. Late in September or early in October of 1967 Triumph corrected the defective work and was paid the balance owing on the contract.

In October of 1968 Triumph brought the above action against Progress claiming $1,679.30 for repair work.

Incidentally, during a pre-trial hearing recently before Judge Heiber counsel for Triumph stated that his client was not at fault but rather highway equipment on and over the newly laid sewer line made the "repairs" necessary. The weakness with that position is that the defective work was observed long prior to work over the area by the highway construction contractor. In any event, we will also need someone from Darel Rohrbough's office to testify the date when the heavy equipment began its work over the new sewer line near your E.S. 285+00.

Thanking you and with kindest personal regards, I am,

Very truly yours,

Charlie

Charles C. M. Peterson

Sent Kenney mailed photo 9-5-69

CCMP:mah
Enclosure
cc: Darel Rohrbough
Peter M. Olson

This was acknowledged by phone 9-4-69

RECEIVED
SEP 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Hillsboro Argus

Weekly — With Which Is Combined the Hillsboro Independent — Founded 1873 — Official County Newspaper

Thursday, Dec. 26, 1968 — 10¢ Per Copy — Second Class Postage Paid at Hillsboro, Oregon — Volume 75, No. 79 — 1 Section, 22 Pages

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was approved with conditions for expansion of storage area between TV highway and Southern Pacific railroad near Susbauer road.

County's participation in a joint project with St. Vincent hospital for widening of Barnes road was approved by 4-1 vote of the board.

County will pave and paint width of 10 additional feet to allow a third lane in front of the hospital, and St. Vincent will furnish signs, connection from the access road and donation of all necessary right of way. County's share of the cost will be $12,500, and hospital will pay $2300 in addition to donation of land.

In casting the dissenting vote, Chairman John Anicker explained other projects that had been requested previously would have to be postponed to grant the hospital's request.

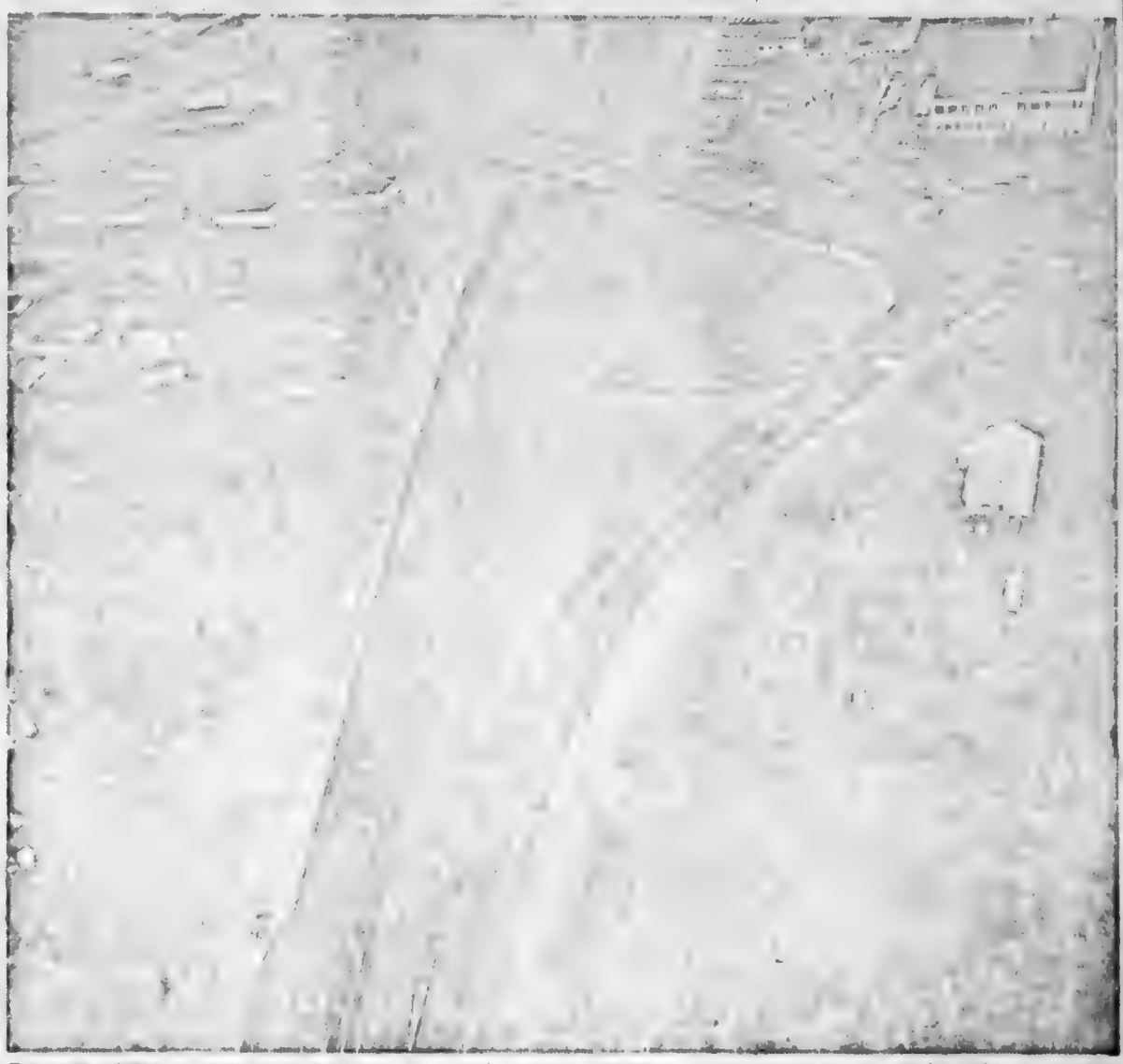
In other action during the meeting, the Board:

Passed a resolution supporting Washington County Fair Board's request to restore state allocation of 60 per cent of parimutual income to fairs instead of present 50 per cent; adopted supplemental budget for 1968-69; approved Oak Hills No. 8 and Westbrook No. 6 subdivisions;

Approved resolution declaring intent to establish SW 92d as county road; continued public hearing for establishment of SW 94th as county road to Jan. 28; granted appeal from Sharon McCubbin regarding Dairy Creek road;

Continued hearing on petition for Jean Park street lighting district to Jan. 28; approved contract with King City for planning services; continued report on rabies clinic to Jan. 7; adopted refund of social security benefits;

Appointed Hugh Rosenberg to Welfare Commission; continued Willamette Basin project committee appointment until Feb. 11, and approved liquor licenses for two establishments.



BEAVERTON-PROGRESS section is most recent highway completion in county's 1968 road program. Entire project will accommodate four-lane traffic between Interstate 5 and US 26 at Cedar Hills boulevard interchange when it is finished. Highway contracts throughout state totaled $58 million during year. (State Highway Dept. photo)

Millions In Road Jobs To Be Contracted In '69

REFERRED SEP 3 1969 TO Lloyd Jones FOR CHARLES PETERSON

State awarded highway contracts totaling $58 million during 1968, and Washington County roads saw a share of the activity with [illegible] miles of pavement planned for 1969.

Three major projects scheduled for contracting in 1969 with an estimated cost of construction are east Portland freeway-Wilsonville interchange, Wilson River junction-North Plains section and Sunset highway-Beaverton section.

Construction will begin on the three sections if funds are available, and State Highway Dept. points out federal funds were withheld during the first half of this fiscal year, a move which helped account for a $26 million drop in year's contracts. Total of $80 million was awarded the year before.

East Portland freeway-Wilsonville interchange is in Clackamas and Washington Counties, and it would involve [illegible] scheduled for completion this month. [illegible] contract called for [illegible] paving, providing structures and signing for four-lane [illegible] facility at cost of $1,412,220.

Highlands interchange to Vista tunnel in Multnomah County is presently being graded, paved, furnished signs and illumination to widen existing facility to six lanes. Contract was awarded in October, and completion is planned for July of 1970.

BEAVERTON-TIGARD secondary highway—Completion of 3.41-mile. Beaverton-Progress section was opened earlier this month. Grading, paving, structures and signing were provided for four-lane urban-type facility at cost of $3,823,560.

Tigard-south Tigard interchange was completed in June. The 2.5 - mile stretch received roadside improvement for $106,360.

South Tigard interchange of .42 mile got roadside improvement and was completed in May for cost of $66,445.

COUNTY ROAD — Contract was awarded in August for grading and paving of Butner-Jenkins road. Estimated completion of the .69 - mile strip is June of 1969, and project cost is set at $180,530.

rg Leaving
'No Regrets'

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"The only way to go is up," he told the Board, calling

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was approved with conditions for expansion of storage area between TV highway and Southern Pacific railroad near Susbauer road.

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County will pave and paint width of 10 additional feet to allow a third lane in front of the hospital, and St. Vincent will furnish signs, connection from the access road and donation of all necessary right of way. County's share of the cost will be $12,500, and hospital will pay $2300 in addition to donation of land.

In casting the dissenting vote, Chairman John Anicker explained other projects that had been requested previously would have to be postponed to grant the hospital's request.

In other action during the meeting, the Board:

Passed a resolution supporting Washington County Fair Board's request to restore state allocation of 60 per cent of parimutuel income to fairs instead of present 50 per cent; adopted supplemental budget for 1968-69; approved Oak Hills No. 8 and Westbrook No. 6 subdivisions;

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'No Regrets'

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ed.

"The only way to go is up," he told the Board, calling acceptance of a soon-to-be-completed utilities study "very important."

All of his decisions, Nyberg said, have been made for the benefit of the county. He opposed the charter, he stated, "because basically I think we need a full-time Board."

He closed by expressing appreciation for cooperation of the people and the Board.

BEAVERTON-PROGRESS section is most recent highway completion in county's 1968 road program. Entire project will accommodate four-lane traffic between Interstate 5 and US 26 at Cedar Hills boulevard interchange when it is finished. Highway contracts throughout state totaled $58 million during year. (State Highway Dept. photo)

Millions In Road Jobs To Be Contracted In '69

REFERRED SEP 2 1969
TO CHARLES PETERSON

State awarded highway contracts totaling $58 million during 1968, and Washington County roads saw a share of the activity with [illegible] lanes of pavement planned for 1969.

Three major projects scheduled for contracting in 1969 with an estimated cost [illegible] are east Portland freeway-Wilsonville interchange, Wilson River junction-North Plains section and Sunset highway-Beaverton section.

Construction will begin on the three sections if funds are available, and State Highway Dept. points out federal funds were withheld during the first half of this fiscal year, a move which helped account for a $26 million drop in year's contracts. Total of $80 million was awarded the year before.

East Portland freeway-Wilsonville interchange is in Clackamas and Washington Counties, and it would involve the widening of Pacific highway to six lanes. Approximate cost is $5 million.

Wilson River junction-North Plains section would consist of grading, paving and providing structures for area of Sunset highway for a cost of $2 million.

Sunset highway-Beaverton section also would involve grading, paving and providing structures for Beaverton-Tigard scheduled for completion this month. [illegible] contract called for [illegible] grading, paving, providing structures and signing for four-lane facility at cost of $1,412,220.

Highlands interchange to Vista tunnel in Multnomah County is presently being graded, paved, furnished signs and illumination to widen existing facility to six lanes. Contract was awarded in October, and completion is planned for July of 1970.

BEAVERTON-TIGARD secondary highway-Completion of 3.41-mile. Beaverton-Progress section was opened earlier this month. Grading, paving, structures and signing were provided for four-lane urban-type facility at cost of $3,823,560.

Tigard-south Tigard interchange was completed in June. The 2.5 - mile stretch received roadside improvement for $106,360.

South Tigard interchange of .42 mile got roadside improvement and was completed in May for cost of $66,445.

COUNTY ROAD - Contract was awarded in August for grading and paving of Butner-Jenkins road. Estimated completion of the .69 - mile strip is June of 1969, and project cost is set at $180,530.

Analyst Expects No Quick Peace

No quick peace in Vietnam is foreseen by Roger W. Babson, interrationally known business and financial analyst, who observes the incoming Nixon administration "does not intend to surrender."

Babson's annual forecast of national and international events is on page 18 of today's Argus.

The path to peace, he comments, at times will "seem without end," but he does see a reduction in consumption of bombs, shells, small arms and light ammunition.

Babson refers to US involvement in Vietnam as a "terrible error in national policy," and says the new president's major legacy from the Johnson administration [illegible] resurgent Russia, inflation

RECEIVED
AUG 15 1969
FOR FILING

C11-4166(7)

1847

August 15, 1969

Seaboard Surety Co.
315 Montgomery Street
San Francisco, California 94104

General Insurance Co. of America
Portland Service Office
520 S.W. 6th Avenue
Portland, Oregon 97204

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7047 awarded to Slate-Hall and Hannan Bros. Co. for grading, paving, structures, and signing on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County was completed on July 9, 1969, and accepted by the Highway Commission on August 14, 1969.

Final payment in the amount of $103,923.30 will be released to the contractor after August 22, 1969. The total contract amount is $3,444,109.88 including $29,040.72 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

er

cc: Slate-Hall and Hannan Bros. Co.
11655 S.W. Barbur
Portland, Oregon 97223

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. W. Rulien
F. D. Morgan
V. E. Skoog
Attn: John Herr

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AUG 15 1969
FOR FILING
CL1-4(6)(1)
7049

August 14, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed July 9, 1969, on Contract No. 7049. The contract was with Slate-Hall and Hannan Brothers Company and was for grading, paving, structures and signing on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the August 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Marchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

"S(r-111.(7)
7047

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Beaverton-Progress	WEEK ENDING: July 12, 1969
		SECTION PREFIX: 134-1034
	HIGHWAY: Beaverton-Tigard	COUNTY: Washington
NAME OF JOB: Beaverton-Progress	KIND OF WORK: Grading, Paving, Signing, Structures	
CONTRACTOR: Slate-Hall & Hannan Bros., Inc.	CONTRACT NUMBER: 7047	FEDERAL AID PROJECT NUMBER: SU 466(7)
DATE OF CONTRACT: July 5, 1967	DATE WORK STARTED: July 6, 1967	COMPLETION DATE: July 9, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 507	CALENDAR DAYS USED 507
PROJECT AUTHORIZATION: $3,823,560.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $3,551,663.08	ENGINEERING AUTHORIZATION $271,847.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,479,549.29	ENGINEERING COST TO DATE $279,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION 103 %	DATE PROJECT WAS COMPLETED: July 9, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	Lime	Bit. Base	

	GRADING	SURFACING	[illegible]	OIL & BITUMINOUS [illegible]	PAVING
MILES IN PROJECT	3.41	3.41	3.41	3.41	3.41
MILES PARTIALLY COMPLETED	3.41	3.41	3.41	3.41	3.41
MILES COMPLETED	3.41	3.41	3.41	3.41	3.41
TOTAL ESTIMATED QUANTITIES (CONTRACT)	547,000	151,200	250,000	35,000	43,500
TOTAL QUANTITIES CORRECTED TO DATE	609,000	146,700	221,600	33,600	46,835
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	609,000	146,700	221,600	33,600	46,835
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9045	9457	9671	9672	Signs	Signals	Illum.	
PERCENT	100%	100%	100%	100%	100%	100%	100%	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Overcast			
MONDAY 7	Overcast			
TUESDAY 8	Overcast			
WEDNESDAY 9	Overcast, Fog, Rain			
THURSDAY 10	Fair-Overcastt			
FRIDAY 11	Light Showers			
SATURDAY 5	Overcast-Fair			

Morgan, Routing, Decker, Bond, Walker, Swan, Glenn, Jaehme, Litchfield, Johnsen, Gallagher, Stein

RECEIVED
JUL 1 1969
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No Activity
7 MONDAY	No Activity
TUESDAY 8	No Acitivity
9 WEDNESDAY	Grasle Electric working one man today painting controller boxes and working on brackets. All work on this project was completed today.
10 THURSDAY	
11 FRIDAY	
5 SATURDAY	

REMARKS

The Stop Work Order previously in effect on this project was recinded July 9, 1969. Grasle Electric worked one day finishing up painting details. All work on this project was completed July9. All signals have been performing satisfactorly.

The remaining field data for this project will be submitted next week.

Final Report

Original to construction
cc: construction (2)
Division
Bridge Division
Files

DDR:rk

SIGNED D. D. Rohrbough LOCATION TUALATIN, OREGON 97062

OREGON STATE HIGHWAY DEP
% D. D. ROHRBOUGH
P. O. BOX 407

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

BLISS EAGLE SIGNAL
A DIVISION OF THE E. W. BLISS COMPANY
736 FEDERAL STREET · DAVENPORT, IOWA 52803
Phone (319) 324-1361 · Cable Address EAGLESIG

RECEIVED
APR - 4 1969
TRAFFIC ENGINEERING

April 2, 1969

Mr. L. E. George
Assistant Traffic Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Subject: Traffic Signal Project
Beaverton-Progress Section
Beaverton-Tigard Expressway

Dear Mr. George:

As was agreed during our meeting of March 20th in Salem, we believe it would be in the best interests of the State of Oregon and all other interested parties, to have the existing control equipment replaced with similar equipment meeting current production standards. It was further agreed that we would expand this replacement to include equipment installed on the State Highway in Roseburg, Oregon and also the four intersections of equipment currently in the State's inventory.

A letter dated March 28th has been sent to Mr. Loren D. Nutter, of the W. R. Grasle Company, requesting that they proceed with a proposal through channels to your department in order to formalize the agreement for changing out of the material on the Beaverton-Progress project.

Attached is a list of material which we propose to change out. This list is broken down into four sections pertaining to the Beaverton-Progress project, the Roseburg installation and the controllers currently in your inventory. This list of material includes all modules, mother boards and load module jack panels. This material will be changed out by Eagle engineers. At the same time, the preemption timers currently in use at one or more intersections on the Beaverton-Progress project will be replaced with solid state LM timer modules, which have proven to be more compatible with the ET600 control equipment.

Also at the time of the equipment change out, the non-locking memory switches will be installed on the terminal facilities as was agreed previously. The material used to replace existing material on the subject orders will be of the latest production runs and reflect the current quality standards in all respects.

The field engineer responsible for effecting the change out of material will remain the area for an adequate period of time to service any infantile failures which may occur.

NOTED
L.E. GEORGE

April 2, 1969

We anticipate shipment of this material on April 21st, barring anything unforeseen at this time. However, we are anticipating a serious flood this spring which will crest in the latter part of April. We do not anticipate, at this time, that it will affect our production. In the event adverse effects are incurred, however, we will establish top priority on the Beaverton and Roseburg installations and a lesser priority on the four intersections currently in the State's stores.

I trust that the above proposal is in accord with your understanding of the agreements made during our March 20th meeting. On that basis, we are processing today a special rush order for equipment contained on the attached material list and will proceed with the plans outlined above.

Very sincerely yours,

J. Patrick Short

J. Patrick Short
Sales Manager
Municipal Division

JPS/eh
att.

REPLACEMENT MATERIAL
FOR
STATE OF OREGON

	STOCK E-62575-11	STOCK E-62536-11	ROSEBURG E-66860	BEAVERTON E-64569	TOTAL
ET613	2	2	2	4	10
ET615			1	4	5
ET617				2	2
ET618	4	4	2	3	13
ET654		2	2	7	11
ET670	2	2	2	7	13
ET681	2	2	1	5	10
ET682			1	2	3
ET690	2	2	2	7	13
LT110	2	2	1	5	10
LT120	2	2	1	5	10
LT30	10	10	2	6	28
LT50			3	7	10
LT80	2	2		2	6
EB60	12	12	6	18	48
EB61	2	2	1	5	10
EB62	2	2		2	6

RECEIVED
MAR 27 1969

FORM E-30 (12-67)

FOR

511-11(47)
7041

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

March 21, 1969

To: MEMO TO FILE

SUBJECT: Operation of Solid State Control Units
Eagle Signal Company

On Thursday, March 20, 1969, a conference was held in the writer's office concerning the past and future operation of the Eagle Signal Company's solid state control units. This meeting was attended by:

Legets

Al Harwood - Division Office, OSHD
Warren Mueller - Division Office, OSHD
Val Johnson - Traffic Division, OSHD
Bill Zirbes - Traffic Division, OSHD
L. E. George - Traffic Division, OSHD
Harlan Baxter - Eagle Signal Company, Seattle
Pat Short - Marketing & Customer Engineer,
Eagle Signal Company, Davenport, Iowa

Eagle Signal Company's multi-phase solid state equipment has in the past failed grossly to meet the requirements of the Oregon State Highway Department's specifications to the extent that the writer advised the manufacturer's representative, Mr. Baxter, several days ago that the equipment would not be permitted to be bid on future signal projects of the Highway Department.

The writer recommended to the Division Office that all of the existing control units on the Beaverton-Progress Section of the Beaverton-Tigard Highway be replaced as a contract of responsibility based on the fact that this equipment since its turn-on on December 3, 1968, has grossly failed and was providing unsafe operation for the driving public. The Highway Department's position in not having this faulty equipment replaced would be untenable in case of litigation involving any accident that might arise from signal malfunction.

The past performance of this equipment has been carefully documented and a file record is available for its performance on the Beaverton-Progress Section. In addition, there are two of these same type units in Maintenance stock which should be replaced. There is one unit at the Diamond Lake Blvd. intersection in Roseburg that should also be replaced.

NOTED
TOM EDWARDS

The Eagle Signal Company has made a verbal proposal, and will shortly affirm on a formal basis in writing, that they will make complete replacement of all existing units in the State of Oregon of their multi-phase solid state equipment with new units from the factory which have superior parts and which have reorganized manufacturing procedures built into them. Basically, the manufacturing procedures involve different processes of utilizing heat equipment (soldering, etc.) on the solid state components. All equipment will be replaced in a manner satisfactory to the Highway Department at no charge to the Highway Department. The Company will further guarantee (for a period on which we are to agree) to maintain this equipment in operation up to a point that all parties involved are satisfied that the redesigned equipment is providing safe and proper operation. At this point a reevaluation of the use of their equipment for signal projects in Oregon will be undertaken.

It was recommended to the Division Office that since the Resident Engineer has been intimately familiar with the past faulty operation of this equipment that he be assigned as a special duty to observe the equipment and its malfunctions, if any, for a period of 6 to 8 months after the new equipment is installed and activated. A detailed diary should be maintained showing any malfunctions that might appear and if possible the causes of malfunction. Assistance of this office is available at any time on a consulting basis.

The Company's representatives further advised us that complete descriptive and operating bulletins will be available within the next 30 days on their newly designed equipment. Up to the present time bulletins have not been available to the customers and the resultant lack of technical information has provided a serious handicap in attempting to keep this equipment in operation.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:njc

cc: Tom Edwards
L. W. Rulien
J. J. Gix

RECEIVED
MAR 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
MAR 14 1969
FOR FILE

SU-4(6)(F)
7147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1969

To: L. W. Rulien
Division I Engineer
M I L W A U K I E

SUBJECT: Traffic Signal Project
Beaverton-Progress Section
Beaverton-Tigard Expressway

This letter is to document for the file that the traffic signal control equipment installed on the Beaverton-Progress Section of the Beaverton-Tigard Expressway under the construction contract does not meet the requirements of the project specifications. Operation of the control equipment has been completely unreliable since its turn-on in December, and as a result, it has not provided safe and proper protection for the traveling public utilizing this section of the Beaverton-Tigard Expressway.

Since the project has not received final acceptance by the State, it is the recommendation of this office that the Highway Department install, on an emergency basis, the necessary fixed-time control equipment to provide a semblance of signal operation at each of the intersections.

It is further recommended that the prime contractor on this project be advised that the equipment must be removed and replaced with equipment that will provide safe and proper operation and that will meet the requirements of the plans and specifications.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1969
FOR FILING

SU-466(7)

7047

March 11, 1969

Slate-Hall
and Hannan Bros. Co.
11655 S. W. Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 7047 on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

After careful consideration, the Commission increased the calendar days by 82.

Very truly yours,

Floyd Usery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. W. Bolien
D. D. Bohrbough
F. D. Morgan
C. H. Maison

RECEIVED
MAR 6 - 1969
FOR FILING

511-4[illegible]
1047

March 6, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 5
March 11, 1969 meeting

Gentlemen:

Slate-Hall and Hannan Bros., contractors on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County, Contract No. 7047, have requested an increase of 124 calendar days.

There were some utility and right-of-way delays which deferred the progress of the contractors' work in the early phase of their operations.

Several modifications in the original plan work were made during the progress of the contract. Modifications to the signals and illumination work and median barrier were made to conform to current standards. Some changes affecting structure work occurred.

Overruns in the General Excavation and Special Borrow Excavation quantities were required to provide a stable roadbed foundation.

The reasons listed above collectively justify an extension of 82 calendar days. This project is presently under a stop work order awaiting delivery of some signal brackets. Eighty-one days of liquidated damages have accrued and approximately one day of work remains to be done. I recommend that the calendar days be increased by 82 which should eliminate all existing and anticipated liquidated damages. This is a Federal-aid Secondary project.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. W. Rulien

Enc.

JAB:DES:fw fn

FORM E-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 5, 1969

SUBJECT: Extension of Time
Beaverton-Progress Section
Beaverton-Tigard Highway
Contract No. 7047

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Slate-Hall and Hannan Bros., contractor on the subject contract, the attached request for an increase of 124 calendar days. The contractor's request is based on utility delays, right of way delays, changes in the signals and illumination, alleged staking errors on structures, increases in General Excavation, Special Borrow and median barrier.

Two underground utilities had been adjusted to supposedly conform to the proposed construction at Denny Road. The City of Beaverton had a 16-inch water line and Northwest Natural Gas Company had a gas main in this location. The planned construction exposed the relocated mains, requiring that they be lowered to clear the proposed construction. While the utility companies were performing this adjustment, the contractor's overall operations were delayed in the late fall of 1967.

Utility revisions, in addition to the two mentioned above, were originally to have been completed by the fall of 1967. All of the utility work was not completed until August of 1968. The amount of delay actually caused by these utility conflicts is extremely difficult to ascertain due to the other work in progress, etc. To some extent, this reason is concurrent with the right of way delay discussed below. We believe that an extension of 13 calendar days would be reasonable and so recommend for all utility delays.

A decision to modify the signals and illumination was made in April of 1968. The contractor was authorized on August 6, 1968 to order the revised poles. The contractor has requested all of the time from September 14, when the calendar days expired, to December 1 for this work. Actually, the contractor was involved with regular contract work until a stop work order was issued on December 4, 1968 and is still in effect. The only work remaining at the present time is some minor bracket revisions on the signals which should require approximately 1 day. An extension for 1 day is all that is justified, but it can be argued that in the absence of the signal changes, the regular work would have been expedited.

The contract special provisions indicated that five properties would not be available until August 1, 1967. After bid opening, 11 additional properties were restricted to July 28 by agreement with the contractor. In fact, the last of these properties was not available to the contractor until September 5, 1967. This represents a 39-day delay. However, since the contractor did have other work areas available to him, we believe an extension of only 20 calendar days is justified.

The contractor has requested 46 days for unseasonably rainy weather in May, June and August of 1968. While we agree that the weather was somewhat unusual, the special provisions do not allow time extensions based on adverse weather.

There was an increase in General Excavation caused by the presence of unsuitable material which had to be removed to provide a proper roadbed foundation. This overrun amounted to over 28,000cubic yards and the contractor's average daily production in this material was approximately 1,500 cubic yards per day. An extension of 19 calendar days is justified.

An overrun in Special Borrow Excavation amounting to over 34,000 cubic yards occurred. The contractor's average daily production was 4,000 cubic yards and an extension of 9 calendar days is justified.

There was a change in the design of the median barrier which was covered by Price Agreement. This plan change revised the post spacing from 12'6" to 6'3" effectively doubling the number of posts required. The plan length of the median barrier was 14,000 lineal feet. The contractor has requested 20 calendar days for this reason and after allowing for the work which he performed in conjunction with his regular contract work, we can find justification for 10 calendar days.

The contractor requests an extension of 3 calendar days at the first of December when he states the major contract items were completed and he was working on Price Agreement items. The shutdown order effective on December 4 was issued on that date because all of the contract work was not completed until then. No extension for this reason is justified.

The contractor has cited several alleged staking errors on the undercrossing structures at the Beaverton-Tualatin Highway and at Scholls Ferry Road. When grades for the undercrossing of the Beaverton-Tualatin Highway were first set, consideration for a 2-inch A. C. wearing surface was inadvertently overlooked. This was discovered after the contractor had erected falsework and caused him a delay of 3 days. The contractor has also cited five separate instances when alleged staking errors occurred on the Scholls Ferry Road structure. Two of these alleged errors are without fact and had to do with the

contractor's schedule of work. The other three alleged errors may have some basis. These were involved with stationing, skew angle, auper rate and vertical curvature, which due to the design of the structure, could cause an apparent error with a minor shift in placement of a level rod. Some close re-checking of grades was required ahead of concrete pouring. We believe an extension of 7 calendar days is justified at the Scholls Ferry structure.

From the above discussion, it is obvious that there are valid reasons for substantial time extension on this project. Due to concurrence of the affected work with other regular contract work, and adjustments made in scheduling to maintain some rate of progress, the specific days derived above is admittedly subject to individual opinion.

When the stop work order was issued on December 4, 1968, the contractor had been charged with 81 days of liquidated damages amounting to $24,300. It is estimated that 1 additional day will be required to complete the project when the stop work order is rescinded. The reasons listed above justify an extension of 82 calendar days. We recommend that the calendar days be increased by 82. This will eliminate all existing and anticipated liquidated damages.

This is a Federal-aid Secondary project and does not have to be submitted to the Bureau of Public Roads. Three of the items on which we have based the proposed extension of time would be non-participating if this were a Primary or Interstate project. They are utility and right of way delays and so-called staking error. Therefore, we believe that 43 calendar days of this time extension should be listed as non-participating.

OK
MK

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachments
cc V. L. Gallagher

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7047 Contractor Slate-Hall and Hannan Bros.

Highway Beaverton-Tigard

Section Beaverton-Progress

Kind of Work Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Utility and right of way delays, changes in signals, illumination, median barrier and structures, plus increases in contract quantities for General Excavation and Special Borrow justify an increase of 82 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No. 7047

Project designation SU-466(7) State-Federal

Date awarded July 5, 1967

Work started July 6, 1967

Per cent completed 99% 3-1-69 Date

No. of ~~Workdays~~ Calendar Days Allowed 425

No. of ~~Workdays~~ Calendar Days Used 506

No. of Added ~~Workdays~~ Calendar Days Requested ~~121~~ 82

SP*8206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 20, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 425 days to 549 days, within which to complete our Contract No. 7047, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Letter attached.

Respectfully submitted,

SLATE-HALL & HANNAN BROS CO.
Contractor

By Donald W. Hall
Donald W. Hall

CONSENT OF SURETY

Date FEBRUARY 20, 1969

We, GREAT AMERICAN INSURANCE COMPANY, SEABOARD SURETY COMPANY, AND, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: [signature]
Attorney-in-fact

WELLS-REED-WOOD-WEST Co.
BY: [signature]
Resident Agent

GENERAL INSURANCE COMPANY OF AMERICA
BY: [signature]
Attorney-in-Fact

SEABOARD SURETY COMPANY
BY: [signature]
Attorney-in-Fact

(SEAL)

HANSEN & ROWLAND, INC. (Of Oregon)
BY: [signature]

MANSFIELD & COMPANY;
BY: [signature]
Resident Agent

11655 S. W. Barbur Blvd.
Portland, Oregon 97223
February 20, 1969

Mr. D. D. Rohrbough, Resident Engineer
Oregon State Highway Department
P. O. Box 407
Tualatin, Oregon 97062

Re: Beaverton-Progress Section
Beaverton-Tigard Highway
Contract No. 7047

Dear Sir:

We are asking for an extension of time under Article 8-8, Adjustment of Contract Time:

(A) Delays occasioned by errors or changes in the plans or quantities or specifications of the contract.

The bid items have been increased as follows:

Bid Item #3 - General Excavation 400,000 cu. yds.

This item has been remeasured to 428,323.700 as of estimate #18 due to subgrade conditions that made it necessary to over excavate in many areas to have a firm foundation for the surfacing. We were only able to average approximately 1500 cu. yds. per day because of the adverse material.

Time Lost 18 days

Bid Item #4 - Special Borrow 155,000 cu. yds.
As of estimate #18 181,367 cu. yds.

This item exceeded the contract amount by 26,367 cu. yds. As we had a job average of 4,000 yds. per day, it required six more work days to complete.

Time Lost 6 days

Bid Item #63 - Median Barrier 14,000 Lin. Ft.
Has been revised to #31001 - Price Agreement #10.

In revising this item the number of posts has been doubled in the contract.

Time Lost 20 days

The major contract items were vitually complete on the project during the week ending November 30th leaving only price agreement items to finish. We received notice of a close down as of December 4, 1968.

Time Lost 3 Days

The above days lost are in addition to our letter of September 3, 1968, in which we asked for 77 days. We feel we are justified in asking for an additional 47 days to complete our contract because of the over runs and the nature of the material in this area under an unusual wet working season.

We hope that you will consider our time extension favorably.

Sincerely,

SLATE-HALL & HANNAN BROS. CO.

Donald W. Hall

Donald W. Hall, Partner

DWH :m

FRED H. SLATE CO.
OREG. LTD.
P. O. Box 7128
7805 S. W. 40TH AVENUE
PORTLAND, OREGON 97219
246-4217
AREA CODE 503

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CONSTRUCTION CO.
11655 S. W. BARBUR BLVD.
PORTLAND, OREGON 97223
639-1116
AREA CODE 503

SLATE-HALL
GENERAL CONTRACTORS

11655 S. W. Barbur Blvd.

September 3, 1968

Mr. D. D. Rohrbough, Resident Engineer
Oregon State Highway Department,
9350 Burnham Street,
Tigard, Oregon 97223.

Re: Beaverton-Progress Section
Beaverton-Tigard Highway
Contract No. 7047

Dear Sir:

We are asking for an extension of Time under Article 8-8, Adjustment of Contract Time:

(a) Delays occasioned by errors or changes in the plans or quantities or specifications of the contract.

1. On September 13 it was discovered that Beaverton's 16" water main and Northwest Natural Gas main were installed at too high an elevation on Denny Avenue. We were unable to work in this area until October 9, 1967. Weather conditions prevented us from working after this date. This further complicated excavating the Denny cut in 1968.

Time lost 23 days

2. In April of 1968 it was determined to modify bid items Nos. 89 and 90, Signal System and Roadway Illumination. We were authorized August 6, 1968 to order the revised poles. We have been promised shipment the week of September 30. Our sub contractor, W. R. Grasle Co., will need 60 days after receiving revised poles to complete their contract. From the end of contract time September 14 until December 1, 1968 will require 77 days to complete project.

Time lost 77 days

1. Bridge No. 9671, Highway 217 Undercrossing

After the bottom deck was completely set to grade as staked by the State forces, it was discovered by the State forces that they had figured the camber at right angles to the center line instead of along the skew. This necessitated re-grading virtually the entire bottom deck. Because of the State's error, this extra work caused three days loss of time.

Time lost 3 days

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GENERAL CONTRACTORS

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PORTLAND, OREGON 97223
639-1116
AREA CODE 503

2. Bridge No. 9672, Scholls Ferry Undercrossing

On April 30, 1968 we requested the centerline for Spans 1 and 4 be staked and grades set so that we could grade the bottom deck on these two spans. The State forces said they would not give us centerline and grades until the deck was in for the complete structure. We completed decking the bottom slab to rough grade May 6, 1968. The State forces put centerline and grades on the deck that day. In the meantime we lost six days time in grading on Spans 1 and 4 as these spans were ready to grade on May 1, 1968.

Time lost 6 days

3. Bridge No. 9672, Scholls Ferry Undercrossing

On May 7, 1968 we started grading the bottom slab on Spans 1 and 2 using the centerline and exterior beam grades given us by State forces. On May 10th it was discovered that these grades were in error. The deck had from one inch to one and one-half inches sag from edge to edge. Work was started on May 13th to correct the grades on Spans 1 and 2 and to complete the bridge. All work done on grading Spans 1 and 2 to the week ending May 11, 1968 was lost.

Time lost 7 days

4. Bridge No. 9672, Scholls Ferry Undercrossing

As the beams were formed the State forces gave us grades at the top of the beam forms for the deck joist supports. On July 1, 1968 the State forces shot grades on the joist supports. Most of these grades indicated the joist supports to be from 3/4" to 1" too low. This was probably caused in part by the falsework settling and are within the range of what we would consider reasonable.

However, the joists supports in the vicinity of Bent 1 were 2 1/2" to 3" too high. The deck joist in this area all had to be trimmed down. We figure we were delayed three days by the grade problem in the vicinity of Bent 1.

Time lost 3 days.

5. Bridge No. 9672, Scholls Ferry Undercrossing

On July 19, 1968 the State forces checked the deck forms which had been set by the July 1, 1968 grades. According to the July 19th grades the forms were from 1" to 1 1/2" low. On July 22nd the Resident Engineer came

FRED H. SLATE CO.
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SLATE-HALL
GENERAL CONTRACTORS

E. C. HALL CONSTRUCTION CO.
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Portland, Oregon 97223
639-1116
Area Code 503

out to check over the situation. He decided to run a new set of grades, one on centerline and one on each exterior beam. These grades agreed reasonably well with the deck as set. This problem delayed the starting of placing the reinforcing steel by four days.

Time lost 4 days

6. Bridge No. 9672, Scholls Ferry Undercrossing

On August 6, 1968, after the reinforcing steel had been placed, the State forces checked the grades again. This check showed the grade of the forms at the exterior beams to be correct, but the grade at centerline showed the forms to be approximately one inch low at centerline. On August 8, 1968 the Resident Engineer, our superintendent and our engineer met on the job site. It was agreed by all that the grades shot on August 6th must have been different than those shot July 23rd. It was agreed that the centerline grade should be changed to meet that of July 23rd. This set of circumstances caused a delay of three days while decisions were made and new grades run.

Time lost 3 days

(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties:

1. Real Estate:

(a) Ben Franklin house sta. 292. Contract provided removal July 28. Moved August 31. Moving equipment in the way until September 5, 1967.

Time lost 39 days

(b) Restaurant Building. Contract provided removal July 28. It was available to us August 8, 1967.

Time lost 11 days

(c) Sawyer's Inc. (Cyclone Fence) July 28. This was moved the 1st of September, 1967.

Time lost 34 days

These structures were located at the top of a cut slope which made it necessary to slope cut area twice and to use a dragline under adverse conditions to remove material after removal of houses.

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GENERAL CONTRACTORS

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639-1116
AREA CODE 503

2. Removal of Utilities:

1. Progress Area:
(a) Electrical poles were 90 to 120 days later than promised.

2. Denny Road and Allen Avenue:
(a) Telephone underground cable was not put into service until September, 1967. This was approximately 40 days later than we had anticipated.

(b) The last of the electrical poles were not removed until July and August of 1968. These were to have been removed in August, 1967.

3. Beaverton-Hillsdale Highway:
(a) Telephone and electrical poles removed week of August 24, 1968.

Total time lost for above utilities 15 days

We have had an unusually wet summer and from the 19th day of May until the end of June it was virtually impossible to do any excavating work in the Beaverton Area.

Time lost 31 days

Due to the rainfall in August. Time lost 15 days

For the above reasons we hope you will consider our time extension favorably.

Sincerely,

SLATE-HALL & HANNAN BROS. CO.

Donald W. Hall

Donald W. Hall, Partner

DWH-b

RECEIVED
FEB 5 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

SU-4L6(7)
1171

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 30, 1969

West Slope Sanitary District
8863 S. W. Beaverton-Hillsdale Hwy.
Portland, Oregon 97225

ATTENTION: Mr. Vincent M. Dimler
Manager

Re: Adjustment of Sanitary Sewer Manholes
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County
Contract No. 7047

Gentlemen:

Certain facilities owned by West Slope Sanitary District conflicted with the construction of the subject project. They were, by request of the district, adjusted by the State's contractor as follows:

Manhole Adjustments:

"BH" 122+57, 37' ± right
"BH" 126+25, 36' ± right
"BH" 131+20, 40' ± right
"BH" 133+85, 38' ± right

Manhole Reconstruction:

"AA" 17+97, 20' ± left

The conflicting facilities were all located on public road right of way and therefore are nonreimbursable under the State's rules and Bureau of Public Roads Policy and Procedure Memorandum 30-4.

The adjusted facilities were inspected on January 8, 1969 with Mr. Dimler, West Slope Sanitary District, Mr. Dunn, Stevens, Thompson, Runyon & Ries, Inc.; and Mr. Robert Hector, OSHD present. Certain deficiencies were noted and since have been corrected by the State's contractor.

The cost to the District, based on the unit bid prices of the State's contractor is as follows:

Adjust Manholes	4 @ $100.00	$400.00
Reconstruct Concrete Manholes	1 @ $300.00	$300.00
	Total Cost	$700.00

You are, therefore, requested to deposit with the State a check in the amount of $700.00 to cover the cost of adjusting your facilities. Your check should be made payable to the Oregon State Highway Department, and mailed to Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

F. D. Morgan
Construction Engineer

APPROVED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. W. Rulien
D. D. Rohrbough
R. H. Rumbolz

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JAN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1968

SU-4166(7)
7047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1968

RAILROAD COMPANIES
FILE No. 63-7

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: PUX 642
Crossing No. FD-752.6
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

B u i l d i n g

Attached hereto please find a copy of a letter which is a supplemental to the easement indenture relating to the above subject matter. The fully executed original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis

JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:phm
Attachment

cc: F. B. Klaboe
F. D. Morgan (2)
E. S. Hunter
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison
E. F. Saling
Tom Edwards
F. B. Crandall
T. W. Litchfield

NOTED
FLOYD QUERY

8-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

Room 1007

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

RECEIVED
NOV 4 1968
LEGAL & RIGHT OF WAY

October 30, 1968

Mr. G.E. Rohde
Chief Counsel
State Highway Department
Salem, Oregon 97310

IN REPLY PLEASE REFER TO

911/323
O-PD-60-18

Attention: Mr. Jack L. Sollis
Utilities and Railroad Attorney

Dear Sir:

Please be referred to your files PUX 642, 643 and 644, and with particular reference to PUX 642, concerning the relocation, widening and protection of the Scholls Highway and crossing No. FD-752.6 over our Tillamook Branch in connection with the Beaverton-Progress Section of the Beaverton-Tigard Highway, in Washington County.

It has come to our attention there was some confusion in this office and possibly resultant misunderstanding between the State and our Company concerning the type of automatic grade crossing signals to be installed at the Scholls Highway crossing.

Upon our receipt of copy of State's Application No. 642 (OPUC No. SxF 400) dated May 15, 1967 to the Commissioner, we noted exhibit drawing No. 8B-36-27 showed the proposed highway was to consist of two 12 ft. moving lanes in each direction and was to be protected by two flashing light signals equipped with automatic gates.

Because of stopped or slow moving buses or vans in the right lanes at the crossing the flashing red lights mounted on the crossing signal at the 8 ft. level would be obscured from the view of an approaching motorist in the left lanes, we determined the crossing would be better protected by adding flashing light units mounted on 20 ft. long cantilever arms projecting over the left lanes. Consequently, a cost estimate for cantilever signals and automatic gates was prepared and subsequently approved by our Management.

Now comes the breakdown in inter-departmental handling and communications which resulted in the preparation and execution of a covering construction-maintenance agreement dated August 25, 1967 and which agreement may not be clear in stating the signal installation now under way at Scholls Highway grade crossing. The third paragraph of "Recitals" states that flashing light signals, with automatic

gate arms and appurtenances are to be installed at the crossings. The Exhibit "A" cost estimate under Item (d) shows "Automatic crossing gates - Scholls Highway - 90%, $12,226". The cost figure of $12,226 shown on Exhibit "A" is actually 90% of the total estimated cost to install the cantilever type flashing light signals augmented with pedestal mounted automatic gate arms together with necessary operating circuits and instrument housing.

The cantilever signal and gate installation at the Scholls Highway crossing is completed or nearly so. While the Commissioner's Order No. 44058, dated August 25, 1967, calls only for flashing light signals and gates, we feel said Order is not being violated by the installation of signals of class higher than that called for in said Order.

The purpose of this letter is to clarify our understandings with regard to railroad crossing signal work performed at the Scholls Highway grade crossing as aforementioned herein. If you are in accord, please arrange for appropriate endorsement on a copy of this letter and return it to us, after which we will file it with our copy of the agreement dated August 25, 1967.

Yours very truly,

H. M. Williamson Jr.

Approved 11-14-68
J B Kloberdanz

FEB 23 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23rd, 1968

Mr. Howard Hedrick
Attorney at Law
805 American Bank Building
Portland, Oregon 97205

#6650
10-1

Re: File No. R-42420 (Fanno)
Fanno Creek Section
Beaverton-Tualatin Highway

Dear Mr. Hedrick:

As promised in my letter of August 29, 1968, your suggestion for carrying drainage water past the natural drainage course on subject file has been investigated by the engineers. The proposal encounters some difficulties because of the lay of the ground along Highway 217 and the width of the right of way. Based on these and other factors, the engineering decision rules out the possibility of carrying the drainage water directly down Highway 217 to Fanno Creek.

The engineers do, however, stand ready to complete the work which was agreed upon between your client, Mr. Frank R. Fanno, and employees of the Department. Part of the work was done immediately but the wetness of the ground precluded cleaning out the 600 feet of drainage channel at the time. The State will complete the work upon reaching final agreement with your client.

As an alternative to this if Mr. Fanno prefers, we would be willing to pay the estimated cost of doing the channel work directly to Mr. Fanno upon his completion of the work. The cost that we have estimated on the file is $1,500.00 for cleaning out and realigning 600 feet of the drainage channel.

Pursuing either alternative would effectively conclude the agreement reached at one time with your client. Since the feasibility of the circumstances requires using the existing drainage channel

cy Const
12-6-71

across Mr. Fenno's property, we ask your consideration and decision of the above alternatives so that work either way can be completed prior to the winter rains.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ARMAND L. RIVENESS
Staff Attorney

ALR:ac

P.S. Since writing this letter I have yours of September 19th 1963. I trust this will adequately cover the requested report and assist in resolving this matter soon.

A.R.

cc to: G. E. Rohde
F. D. Kiahoe
D. E. Koehring
L. W. Rubion

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1968

FORM E-30X—50M—2-68 SP*23500-734

FOR FILES
S-4666(4)
1047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 13, 1968

SUBJECT: Fanno Ditch Drainage
R-42420
Contracts No. 6650 and 7047

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. A. L. Riveness
Staff Attorney

Reference is made to your letter of August 29, 1968 revealing the suggestion of a Mr. Howard Hedrick to carry the storm sewer water further along Highway 217 to where it could be dumped directly into Fanno Creek.

We have investigated this suggestion and find it would cost approximately $40,000. Because of this high cost, we feel this plan is not practical.

It is our recommendation that Mr. D. H. Haller Jr.'s recommendation in his letter of July 25, 1968 be followed. This is to send Mr. Fanno a written offer to undertake and complete the work as was agreed upon by Mr. Keasey in his letter of November 8, 1967 or that we offer Mr. Fanno a cash settlement equal to the cost of our work; approximately $1,500. Mr. Keasey's suggestion was to construct approximately 600 feet of new drainage ditch with the necessary culverts under the private roadway and pay Mr. Fanno for any damage we may cause. Mr. Keasey further suggested we assume no maintenance agreement on this channel.

If Mr. Fanno fails to accept an offer on the above recommendations, then we suggest the State let Mr. Fanno make the next move.

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DLT:fw
cc: F. B. Klaboe
D. H. Moehring
L. W. Rulien

cy Const
12-6-71

RECEIVED
SEP 16 1968

RECEIVED
JUL 30 1968
FOR FILING

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 26, 1968

SUBJECT: Beaverton-Progress Section
Beaverton-Tigard Highway
PGE Pole Attachments
Contract #7047

To: A. C. Harwood
Asst. Division I Engr.
PORTLAND

Your interoffice of July 5 to Frank Morgan transmits agreements prepared by PGE covering pole attachments in connection with the signal installation at the subject job, which requires approval and execution by the Highway Commission.

This was turned over to Frank McKinney in Legal for review and approval as to form. Mr. McKinney discussed this with me with particular regard to two points:

1. Is it necessary for a matter of this magnitude to have to be formalized by an agreement with required execution by the Commission?

2. In the draft agreement by PGE, Paragraph 6 having to do with indemnification, would have to be deleted before we could execute.

With regard to Item #1, above, it has been our practice to handle these pole attachments through exchange of letter, rather than formalizing through an agreement requiring execution by the Commission. In this connection, a phone contact was made with Bert Lintz, PGE, Hillsboro, who indicates his concurrence in the thought that the matter could be handled by exchange of letters.

Implementing this, it would be in order for you to address a letter to Mr. Lintz requesting permission to attach with confirm acknowledgement from him.

In line with Item #2, above, a letter of approval from Lintz should not contain any condition or requirement of indemnification.

If, notwithstanding the verbal indication that the matter can be handled by letter exchange and it proves necessary to go the route of a formal agreement, I enclose copies of a re-draft of the agreement as would be satisfactory to us.

FBC:njc
cc: Frank McKinney
Tom Edwards
Frank Morgan
D. D. Rohrbough
R. E. Mueller
Ted Litchfield
J. M. Cartwright

NOTED FROM EDWARDS

F. B. Crandall
Traffic Engineer

RECEIVED
JUL 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

GAF Corporation
Consumer Photo Division
P. O. Box 490
Portland, Oregon 97207
Telephone (503) 644-1161
Telex No. 036-617

RECEIVED
JUL 29 1968
FOR FILING

7047

July 25, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

KLABOE

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Mr. Litchfield:

In accordance with your request, Mr. John F. Roberts, Assistant Secretary of GAF Corporation, Consumer Photo Division, has accepted the terms outlined in your letter of July 17, 1968.

We will look forward to receiving your check for $300.00 in the immediate future.

Cordially,

GAF Corporation
Consumer Photo Division

Marion F. Siedow
Controller

MFS:rl
Enc.

cc: E.E. Breedlove
E.W. Carter
A. Gagliasso
C. Hand
A. Sandstrom

Routing
RECEIVED
CONSTRUCTION
DIVISION
Olson

RECEIVED
JUL 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

This letter is on GAF Bond; it can be used directly for Diazo Reproduction.

FORM E-123*

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED ... ...ILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 17, 1968

G A F Corporation
Consumer Photo Division
PO Box 490
Portland, Oregon 97207

Re: Adjustment of Water Vault
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

Reference is made to Mr. R. H. Rumbolz' letter of June 26, 1968 and your letter of July 2, 1968 on the subject water vault adjustment.

The original intent, as pointed out in Mr. Rumbolz' letter, was to have the water vault adjusted vertically by the State's contractor. The contractor had agreed to perform this adjustment for the sum of $300.

You indicate in your letter that in return for your rights in the 8-inch water line under the subject highway, Progress Water District will relocate the water vault to your south plant site boundary. You also solicit the State's participation in the cost of this work.

It is our opinion that the State's obligation is limited to $300, the amount the State would have paid the contractor to adjust the water vault vertically.

If the terms set forth above are acceptable, please have the appropriate official(s) of G A F Corporation sign the original copy of this letter and return it to this office. The carbon copy is for your files. Upon receipt of the approved letter we will request our Accounting Division to make payment, in the amount of $300, to G A F Corporation.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

The above terms are acceptable to
GAF Corporation:

By John F. Roberts
John F. Roberts
By Assistant Secretary

Date July 25, 1968

RECEIVED
JUL 18 1968
FOR FILE
SH-22C(7)

July 17, 1968

G A F Corporation
Consumer Photo Division
PO Box 490
Portland, Oregon 97207

Re: Adjustment of Water Vault
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

Reference is made to Mr. R. H. Rumbolz' letter of June 26, 1968 and your letter of July 2, 1968 on the subject water vault adjustment.

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Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

The above terms are acceptable to
GAF Corporation:

By_____

By_____

Date_____

cc: FB Kiaboe
LW Rollen
RH Rumbolz

JMC:ss

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1968

Gen. Files

511-466(7)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1968

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Files: PUX 642, 643 & 644
R-32855
3 Easement Indentures
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

Building

RAILROAD COMPANIES
FILE No. 5-7

Attached hereto please find one copy each of the above subject easement indentures. The fully executed duplicate originals have been handed to Velda DeGuire in Mr. Saling's office for processing, after which they will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Attachment

cc: F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. W. Rulien (2)
R. N. Chase (3)
C. H. Maison (1)
E. F. Saling (1)
Tom Edwards (1)
F. B. Crandall (1)
T. W. Litchfield (1)

4-29 noted in agreement book

NOTED
FLOYD QUERY

[illegible]
FOR FILING

SU-466(7)

1147

February 13, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting of March 5 three easement indentures from the Southern Pacific Company which will cover the construction of the grade crossings of Allen Avenue, Denny Road, and the Scholls Highway across the Southern Pacific tracks required by the construction of the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

This is a standard form of easement indenture prepared by the Southern Pacific Company which grants the State an easement across Railroad property for the construction of a grade crossing. Execution of these indentures will result in no additional cost to the State unless either the Railroad or the State abandons its facilities at any one of these locations. If the Railroad should abandon its tracks, the State is required to buy the property described in these easements from the Railroad at the then fair market value exclusive of tracks, ties, ballast and other railroad appurtenances. If the highway is abandoned, then the State is required to restore the Railroad property to its original condition which existed prior to the construction of any grade crossing.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
L. W. Rulien

TWL:fw jes

RECEIVED
SEP 8 1967

FOR FILING

SU-466(7)

1041

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

September 7, 1967

To: MEMO TO THE FILES

SUBJECT: Progress-T.V. Highway Section
Progress-Tigard Highway

Mr. Dennis Lindsay called on September 6, 1967, and complained that we were not living up to our obligations concerning the temporary connections to the Sawyer's plant in the Progress area. I checked with the Division Engineer and was advised by him that we had as yet been unable to perform the work promised, but that we would do it as soon as we were able to.

The problem involved here is that we first must transfer traffic to the detour before we can make the connections to Sawyer's, inasmuch as these connections involve filling over the existing travelled way.

When this was explained to Mr. Lindsay he appeared to be satisfied and I will consider the matter closed unless I hear more from him.

F. B. Klaboe
Assistant State Highway Engineer

FBK:kf

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

Order #44058

5-25-67

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-400

In the matter of the application of the STATE OF OREGON to construct a highway-railroad crossing at grade with tracks of Southern Pacific Company.	ORDER

On May 18, 1967, the State of Oregon (Oregon State Highway Commission) filed an application with the Commissioner to construct a highway-railroad crossing at grade approximately 0.6 miles south of the community of Progress in Washington County and to abolish an existing adjacent grade crossing under the provisions of ORS 366.205 and ORS 767.030.

Attached to and a part of the application is a drawing numbered "8B-36-27" disclosing vicinity location, distances, dimensions and details relevant to the proposed crossing.

Applicant alleges that the persons or parties affected by the proposed crossing alteration are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company and Washington County. Copies of the application and attached drawing were served upon the above named parties who subsequently advised the Commissioner that they have no objection to the granting of the application.

Due consideration has been given to all representations set forth in the application and responses thereto. No issues within the purview of ORS 763.080 which would require a public hearing are raised by any railroad company or public body. The delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. A public hearing will, therefore, not be required.

Based upon the application, the record herein and investigation in the field, it is found that:

Applicant is a "Public Authority," Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" as defined in ORS 763.010.

Applicant proposes to construct a crossing at grade across the single Tillamook Branch line tracks of the Southern Pacific Company by constructing an access road thereover approximately 60 feet north of an existing grade crossing which is to be abandoned subsequent to said construction.

The location of the proposed crossing is in Washington County approximately 0.6 miles south of the community of Progress in the Southwest ¼ of the Southwest ¼ of Section 27, Township 1 South, Range 1 West, Willamette Meridian.

The area to be served by the construction will be a portion of the Beaverton-Tigard Highway.

The 1965 average daily traffic was 1900 vehicles per day over the existing crossing and this is projected to increase to 4800 by 1986. The normal daily train movements will be an average of four per day at maximum speeds of 20 miles per hour.

The proposed highway will approach the crossing from the southwest on an ascending grade of 0.4723 per cent and will cross the tracks and ascend in a northeasterly direction at a grade of 6.6860 per cent.

Sight distances of persons and vehicles approaching the proposed crossing will be as follows:

(a) From a point 50 feet northeast of crossing - 4000 feet right and 550 feet to the left.

(b) From a point 50 feet southwest of crossing - 800 feet right and 2000 feet to the left.

(c) From a point 500 feet northeast of crossing - 300 feet right and 1000 feet left.

(d) From a point 500 feet southwest of crossing - 1150 feet right and 950 feet left.

The intersection of railroad and highway will be at an angle of 53° 38' tangent to tangent.

Applicant, for the purpose of protecting vehicular traffic, proposes that there be installed at appropriate locations two Commissioner's Standard No. 2 Flashing Light Signals with Gongs, supplemented with Commissioner's Standard No. 4 Automatic Gates and that the cost of installation of same be borne 90% by the State and 10% by the railroad.

Applicant further proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans, specifications and perform the actual construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN EXPENSE" reimburse the railroad for necessary expenditures in connection therewith.

(c) Install and maintain such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 2 Flashing Light Signals equipped with Gongs and supplemented with Commissioner's Standard No. 4 Automatic Gates which shall be installed at an appropriate location along the highway on each side of the railroad track, except as modified by paragraph (b) under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE".

(b) Rearrange to railroad right of way fences to conform to the construction.

(c) Make such rearrangement of communication and signal lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing and furnish and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 96 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals and other railroad facilities after construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

By letter dated August 16, 1967, applicant has agreed to reimburse railroad for cost of removing crossing signals at existing crossing number FD-752.6.

No objections are made to the establishment and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is therefore approved.

From the foregoing it is concluded that it is in the public interest that the application be granted. It is therefore

ORDERED that the application of the State of Oregon (State Highway Commission) be and the same hereby is granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the application and on the drawing attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard No. 2 Flashing Light Signal equipped with Gongs, supplemented with one Public Utility Commissioner's Standard No. 4 Automatic Crossing Gate. There shall also be installed in appropriate locations on each side of the crossing one advance warning sign.

4. After completion of the crossing and installation of automatic signal devices and warning signs as herein authorized, petitioner shall reimburse railroad for closing crossing number FD-752.6, fencing the right of way across the old roadway and removing existing crossing protection.

5. Petitioner shall notify the Commissioner at such time crossing number FD-752.6 is closed and warning signs and protective devices are removed.

6. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation FD-752.61 be assigned to and maintained at the crossing authorized herein as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon; and it is further

ORDERED that upon receipt of the notification as to the closing of crossing number FD-752.6 as above provided, such designation shall be stricken from the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 25th day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

RECEIVED
AUG 25 1967
FOR FILES
SU-466(7)
7047

August 25, 1967

Oregon State Highway Commission

Gentlemen:

The State is presently constructing the Beaverton-Progress section of the Beaverton-Tigard Highway in Washington County. This highway will roughly parallel the Southern Pacific tracks through this area. As a result, we are altering existing grade crossings at Allen Avenue, Denny Road, and the Scholls Highway. At each of these locations, the Railroad is going to install crossing gates in lieu of the existing protection. The State will bear 90 percent and the Railroad 10 percent of the actual cost of the installation of gates at these three locations. The agreement covering that work was approved at the July 24 meeting.

The fourth grade crossing is located near Progress where the Beaverton-Tualatin Highway (ORE217) crosses the railroad between Denny Road and Scholls Highway grade crossings. This grade crossing in Progress is currently protected by flashing light signals and the Railroad desires to install crossing gates at this location on the 90-10 basis, the same as the other three grade crossings in this area. The estimated cost of this work is not over $15,000 and the State's share will not be over $13,500.

In light of the additional traffic which will be generated across the Progress grade crossing and the fact that we are proceeding with the installation of crossing gates at the other three crossings within this project, we recommend the State enter into an agreement with the Southern Pacific Company providing for the State to bear 90 percent and the Railroad 10 percent of the cost of installation of crossing gates at this location.

This matter will be on the agenda for the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien
L. H. Young
C. H. Maison

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
SUNSHINE, CALIF.

August 11, 1967

IN REPLY PLEASE REFER TO
321-4

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 17 1967
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to your conversations with Mr. E. A. Kendrew of our Engineering Department concerning the proposed installation of automatic crossing gates in connection with the Oregon State Highway No. 217 at Crossing No. FD 753.3 near Fanno on our West Side Branch.

Chief Engineer advises that in his opinion, the necessity for upgrading the protection at this crossing arises almost solely from the State of Oregon's proposal to construct frontage and access roads appurtenant to the adjacent freeway. Because this freeway is being financed in part by Federal funds, it is his opinion the proper cost allocation for the improved crossing protection is 90-10 which is the same basis on which the protection is to be installed at the three adjacent crossings which are Denny Road, Allen Avenue, and Scholls Highway.

Will you please review this matter and advise if the State of Oregon is agreeable to the construction on this basis.

Yours truly,

A W Kilborn

NOTED
CRANDALL

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AUG 17 1967
TRAFFIC ENGINEERING

Routing
Morgan
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Swan
Pease
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Trout
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Wills
Litchfield
Olson

RECEIVED
AUG 15 1967
CONSTRUCTION
DIVISION

Copy to Crandall
for info
8-16-67
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FOR FILING
SLL-466(7)
7047

Agenda
4 k k

Salem, Oregon
August 4, 1967

RAILROAD COMPANIES
FILE No. 657

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Construction Agreement
Southern Pacific Company
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

Attached for signature by the Southern Pacific Company are two copies of an agreement covering work on the above-mentioned property.

After these agreements have been signed and dated, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

8-3-67 Order #43950

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-402

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a highway grade crossing over the tracks and right of way of the Southern Pacific Company, known as the "ALLEN AVENUE GRADE CROSSING ALTERATION" project in the City of Beaverton, Oregon, in Washington County, on the North line of Section 22, approximately 1,460 feet West of the Northeast corner of Section 22, Township 1 South, Range 1 West, Willamette Meridian.	ORDER

On May 19, 1967, the State of Oregon, by and through its State Highway Commission filed Application seeking authority to alter a railroad-highway crossing at grade at the location set forth in the above title, alleging therein that such filing is made pursuant to provisions of ORS 366.205 and ORS 763.030;

That the persons affected by the proposed alteration of the grade crossing are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company, Washington County and the City of Beaverton.

That for the proper service and convenience of the travelling public, Applicant proposes to reconstruct a portion of the Beaverton-Tigard Highway and must, as a result thereof, reconstruct a portion of Allen Avenue to make proper connection to the reconstructed Beaverton-Tigard Highway. The reconstructed and widened portion of Allen Avenue will cross the Tillamook Branch of the Southern Pacific Company, (Crossing No. FD-754.6).

Attached to and a part of the Application are two drawings numbered 8B-33-6 Sheet 1 of 2 and 8B-33-6 Sheet 2 of 2, which show the vicinity location, distances, dimensions and details relevant to the proposed project.

Notice of the receipt of the Application and copies thereof, including the attached drawings were duly served upon the Attorneys for Southern Pacific Company and the Superintendent for Southern Pacific Company, West Coast Telephone Company, Western Union Telegraph Company, Portland General Electric Company, Washington County Court and the City of Beaverton. No objections were made to the issuance of an order in accordance with the Application as filed.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting the authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefore, such hearing will not be held.

Based upon the Application, the record herein and an investigation in the field, it is found that

Applicant is a "Public Authority", Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to alter a crossing at grade across the Tillamook Branch tracks of the Southern Pacific Company, consisting of one branch track by widening Allen Avenue over said tracks. The area to be reached by said extension will be the reconstructed portion of the Beaverton-Tigard Highway, and to other roads in the same general area. There will be approximately 2500 vehicles per day over the crossing, and the normal daily train moves will consist of approximately four moves at maximum speeds of 20 miles per hour.

After alteration, Allen Avenue will approach the crossing on a descending grade of 1.86% from the West and on a descending grade of 1.8685% from the East. The sight distances of persons and vehicles approaching the proposed crossing on Allen Avenue will be as follows:

(a) From a point 50 feet West of crossing - 1900 feet right and 1600 feet to the left.

(b) From a point 50 feet East of crossing - 1600 feet to the right and 1900 feet left.

(c) From a point 500 feet West of crossing - 200 feet right and 400 feet left.

(d) From a point 500 feet East of crossing - 1500 feet right and 1900 feet left.

The intersection of railroad and highway will be at an angle of 59°.

Applicant proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE" finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast, which shall be located at appropriate locations along the highway on each side of the railroad tracks, except as modified by paragraph (b) under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE".

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement and protection of signal and communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the tracks to be covered by the highway roadway, install continuous rail throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 88 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals, and other railroad facilities after construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

THINGS TO BE DONE BY WASHINGTON COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advance warning signs on Allen Avenue.

No objections are made to the alteration and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is, therefore, approved.

From the foregoing it is concluded that it is in the public interest that the Application be granted and the crossing be established in accordance with the following provisions. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to alter the existing crossing over the tracks and right of way of Southern Pacific Company at grade in Sections 22, Township 1 South, Range 1 West, Willamette Meridian in the City of Beaverton, County of Washington, Oregon be and the same hereby is granted under the following terms and conditions:

1. The construction shall be done in a good and workmanship manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the Application and on the drawing attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard No. 2 Flashing Light Signal with gong supplemented with one Commissioner's Standard No. 4 Automatic Crossing Gate and one advance warning sign.

4. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further ,

ORDERED that the designation FD-754.6 be continued and maintained at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 3rd day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

Order #43951

8-3-67

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-401

In the matter of the application of the STATE OF OREGON (State Highway Commission) for authority to alter a highway crossing at grade across the tracks of Southern Pacific Company.

ORDER

On May 19, 1967, the State of Oregon (Oregon State Highway Commission) filed an application seeking authority to alter a highway-railroad crossing at grade pursuant to the provisions of ORS 366.205 and ORS 763.030.

Attached to and a part of the application are two drawings numbered 8B-33-5, Sheet 1 of 2, and 8B-33-5, Sheet 2 of 2, which show the vicinity locations, distances, dimensions and details relevant to the proposed project.

Applicant alleges that the persons or parties affected by the proposed crossing alteration are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company, Washington County and the City of Beaverton. Copies of the application and attached drawings were served upon the above named parties who subsequently advised the Commissioner that they have no objection to the granting of the application.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefore, such hearing will not be held.

Based upon the application, the record herein and an investigation in the field, it is found that:

Applicant is a "Public Authority," Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to alter and construct a crossing at grade across the Tillamook Branch tracks of the Southern Pacific Company, consisting presently of one branch track with an additional side track to be added in the future, by alteration of Denny Road.

The location of the crossing to be altered is in Washington County at the south city limits of Beaverton in the E ½ of the E ½ of Sec. 22, T 1 S, R 1 W, W.M. The two tracks subject of the crossing are approximately 40 feet apart, centerline to centerline, measured along the centerline of the street. The area to be reached by said alteration will consist of the reconstructed Beaverton-Tigard Highway and other roads in the same general area. There were approximately 1000 vehicles per day over the crossing in 1964, which is projected to increase to 2000 in 20 years. The normal daily train moves presently will be approximately four moves at maximum speeds of 20 miles per hour.

After alteration, Denny Road will approach the crossing on an ascending grade of 6.5% from the west and a descending grade of 0.47% from the east. The sight distances of the proposed crossing on Denny Road will be as follows:

(a) From a point 50 feet west of crossing - 1350 feet right and 89 feet to the left.

(b) From a point 50 feet east of crossing - 1200 feet to the right and 550 feet to the left.

(c) From a point 500 feet west of crossing - 400 feet right and 95 feet left.

(d) From a point 500 feet east of crossing - 350 feet right and 350 feet left.

The intersection of railroad and highway will be at an angle of 92° for the branch track and approximately 85° for the proposed outside side track.

Applicant proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, and award a contract or contracts for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE," finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast, which shall be located at appropriate locations along the highway on each side of the railroad tracks, except as modified by paragraph (b) under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE."

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement and protection of signal and communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rail throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 64 feet.

(e) Prove such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals and other railroad facilities after construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

THINGS TO BE DONE BY WASHINGTON COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advanced warning signs on Denny Road.

No objections are made to the alteration and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of construction and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is, therefore, approved.

From the foregoing it is concluded that it is in the public interest that the application be granted. It is therefore

ORDERED that the application of the State of Oregon (Oregon State Highway Commission) be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and the angle of intersection with details as contained in the application and on the drawing attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard No. 2 Flashing Light Signal with Gong supplemented with one Commissioner's Standard No. 4 Automatic Crossing Gate and one advance warning sign.

4. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation FD-754.0 be continued and maintained at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 3rd day of August, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID H. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1967

Oregon State Highway Commission

AGENDA
JUL 24 1967
4 f

Gentlemen:

There will be on the agenda the July 24 meeting an agreement with the Southern Pacific Company covering the work to be performed by the Railroad on the Beaverton-Progress Section of Beaverton-Tigard Highway in Washington County.

This agreement provides for the State to construct an overcrossing of the Railroad's tracks at Beburg and for the Railroad to install crossing gates and improve the grade crossing at Denny Road, Allen Avenue, and Scholls Highway. The State is to bear 90 percent of the cost of the installation of the crossing gates at each of these locations and 100 percent of all Railroad work on this project is $74,339, the State's share being $70,810.

The State is to maintain the overcrossing and the Railroad is to maintain the crossing gates and all other Railroad facilities.

We recommend your approval of the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Deputy State Highway Engineer

(A)
2 COPIES TO BE SIGNED
By Commission

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (attn. T. W. Litchfield)
C. H. Maison
L. W. Rulien

RECEIVED
JUL 21 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WOODBURN
DAVID B. SIMPSON, MEMBER
PORTLAND

7047

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1967

Progress Sanitary District
Sawyer's Incorporated
Portland, Oregon 97207

ATTENTION: Mr. Marion F. Siedow
Secretary-Treasurer

Re: Deferred Payment-Sanitary Sewer Adjustment
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County
Contract No. 7047

Gentlemen:

This is to confirm our telephone conversation of July 12, 1967, in which you requested additional time to pay the $3426.60 requested in our letter of June 29, 1967, to cover the costs of the relocation of your facilities on this project.

It was understood that you will pay the State $2,000 prior to September 1, 1967, and the remaining $1426.60 prior to January 1, 1968.

It is further understood that this deferred payment is contingent upon the district accepting sewage from, and providing connection to, the Holloway property which is located adjacent to the highway right of way on the South side of Homestead Lane in Progress.

Please note your acceptance of these conditions by placing your signature in the space provided below and returning to me the original of this letter.

NOTED
F. B. KLABOE

TWL:ss
cc: F. B. Klaboe
L. H. Young
C. H. Maison
F. C. McKinney
L. W. Rulien
D. D. Rohrbough
R. H. Rumbolz
D. H. Moehring F. O. Scott

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

APPROVED:

Secretary-Treasurer
Progress Sanitary District

RECEIVED
JUL 1 [illegible]
OF
STATE

JUL 3 - 1967

FOR FILING

SU-466(7)

7017

July 5, 1967

Slate-Hall and
Hannan Bros. Co.
11655 S. W. Barbur
Portland, Oregon 97223

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for grading, paving, structures, and signing on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County for the sum of $3,319,720.65 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7047. The award of the contract will be made under the right-of-way conditions as outlined in Mr. L. H. Young's letter to you dated July 3, which we understand you have signed.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 17, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan L. H. Young I. D. Merchant
C. D. Matthis L. W. Rulien D. Rohrobough

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 3, 1967

Slate-Hall and
Hannan Bros. Co.
7805 S. W. 40th Ave.
Portland, Oregon 97219

Gentlemen:

Re: Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

Reference is made to your bid submitted June 28, 1967, on the subject-named section of highway, on which you were low bidder.

In this connection, and in order to expedite your progress on the job, we propose awarding this contract before all right of way is cleared. It is anticipated that the following list of properties will not be available for your operations prior to July 28:

32665 - Sawyers, Inc.
*33562 - Western Mattress Company
39989 - Matney
39991 - Robinson
39994 - Hamachek
40591 - Kenney
40657 - Robinson
40762 - Todoroff
40763 - Blair
40764 - Olson
41290 - MacTarnaham

The asterisk marks the only property that is not located at the Progress Interchange, but at Denny Road. The above-listed property is in addition to restrictions on occupancy which are a part of the special provisions.

In addition to the above, it is not contemplated that you can enter Southern Pacific Railroad property for your operation until July 20, 1967.

If the foregoing is agreeable to your firm without subsequent claim for not having full possession of the property at time of award, please so indicate by signing and returning a copy of this letter to this office. We will then proceed to award the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young

L. H. Young
Office Engineer

We concur with the above provisions.

SLATE-HALL

By Howard W. Hall

HANNAN BROS. CO.

By Rafael Hannan Jr.

RECEIVED
JUN 13 1967
FOR FILING

5W-11.(2)
1177

June 13, 1967

Mr. Dennis Lindsay
Krause, Lindsay and Mahstoll
Attorneys at Law
Ninth Floor, Loyalty Building
Portland, Oregon 97204

843
1704

Dear Mr. Lindsay:

This is in answer to your letter dated June 5 regarding two problems arising out of our proposed construction of the Scholls Ferry Interchange.

The two approaches to Sawyer's plant from Highway 217 will be extended to connect directly to our proposed detour. The access control line at Sawyer's south entrance will be removed so that he may connect his road to that which now exists.

Thank you for bringing these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1709
F. D. Morgan
G. E. Rohde
L. W. Mulien - Enc.) Please handle under
D. D. Rohrbough - Enc.) construction

DNS:jr srb

RECEIVED
JUN 13 1967
FOR FILING

Sw-11: (7)
1117

June 13, 1967

Mr. Dennis Lindsay
Krause, Lindsay and Nahstoll
Attorneys at Law
Ninth Floor, Loyalty Building
Portland, Oregon 97204

843
1709

Dear Mr. Lindsay:

This is in answer to your letter dated June 5 regarding two problems arising out of our proposed construction of the Scholls Ferry Interchange.

The two approaches to Sawyer's plant from Highway 217 will be extended to connect directly to our proposed detour. The access control line at Sawyer's south entrance will be removed so that he may connect his road to that which now exists.

Thank you for bringing these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1709
F. D. Morgan
G. E. Rohde
L. W. Rulien - Enc.) Please handle under
D. D. Rohrbough - Enc.) construction

DNS:jr srb

GUNTHER F. KRAUSE
DENNIS LINDSAY
R. W. NAHSTOLL
DONALD G. KRAUSE
LEON GABINET
WM. H. POOLE
CARL R. NEIL
JERARD S. WEIGLER
FREDRIC R. MERRILL
RICHARD WM. DAVIS
PATRICK M. SMITH
JONATHAN A. ATER

KRAUSE, LINDSAY & NAHSTOLL
ATTORNEYS AT LAW
NINTH FLOOR, LOYALTY BUILDING
PORTLAND, OREGON 97204
226-1191

ROBERT B. DUNCAN
COUNSEL

5502

JUN 7 67

June 5, 1967

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Forrest Cooper
Highway Engineer

Re: Beaverton-Progress Section
Beaverton-Tigard Highway
Your Project No. SU-466(7)

Porter

Gentlemen:

We represent Sawyer's, Inc., 8585 S. W. Highway 217, Progress, Oregon. We are writing to you directly rather than to your legal department because our requests herein contained relate to engineering rather than legal matters.

You were kind enough to send one set of a preliminary plan of the above project to Sawyer's, which has studied it and had the plan examined by Sawyer's' consulting engineers, Cooper & Rose' & Associates, in the light of the traffic ingress and egress problems which will be posed by your forthcoming construction activities. On the basis of the study and review thus made, two points need to be called to your attention for clarification and for action prior to the final opening of bids on June 22, 1967.

First, with respect to the front of Sawyer's' property along Highway 217, the construction detour for Highway 217 indicates that it will be built north of Highway 217 and extend west of Sawyer's' present entry and exit roadways. Specifically, your

Sheet No. 8 shows the west end of your construction bypass to be located to Station 285+45 while Sawyer's' entry gate is at Station 292+05 and its exit gate is at Station 292+95. This means that in order for traffic to get back into Sawyer's, when coming from the east, it will be necessary to turn back on Highway 217 for 50 feet before turning into the gate. Likewise, when traffic is leaving Sawyer's by the front gate in order to head east, it will first be necessary to go west on Highway 217 for at least 150 feet before turning east on the bypass.

In order to avoid the obvious traffic delays and hazards, Sawyer's and its engineers recommend to you that an entry and exit road from the bypass to Sawyer's' gates be included in the plans, as set forth in the enclosed Sketch #1.

Secondly, as to the rear entry from Sawyer's' property to Scholls Ferry Road and the new freeway, at present there is a temporary access control line from Station 311+00 to 312+30, which control line was in accordance with our prior discussions and correspondence to be removed upon the completion of construction so that Sawyer's' existing rear access road would run directly south from the present road. Sawyer's' engineers point out that your present plan does not show this control line being removed but does show part of the roadway being removed. Accordingly, Sawyer's requests that the temporary access control line, presently shown on your plans, be obliterated, so that Sawyer's existing rear access road can continue in a direct southerly direction to hook up with Scholls Ferry Road and thence to the freeway, as per the enclosed Sketch #2.

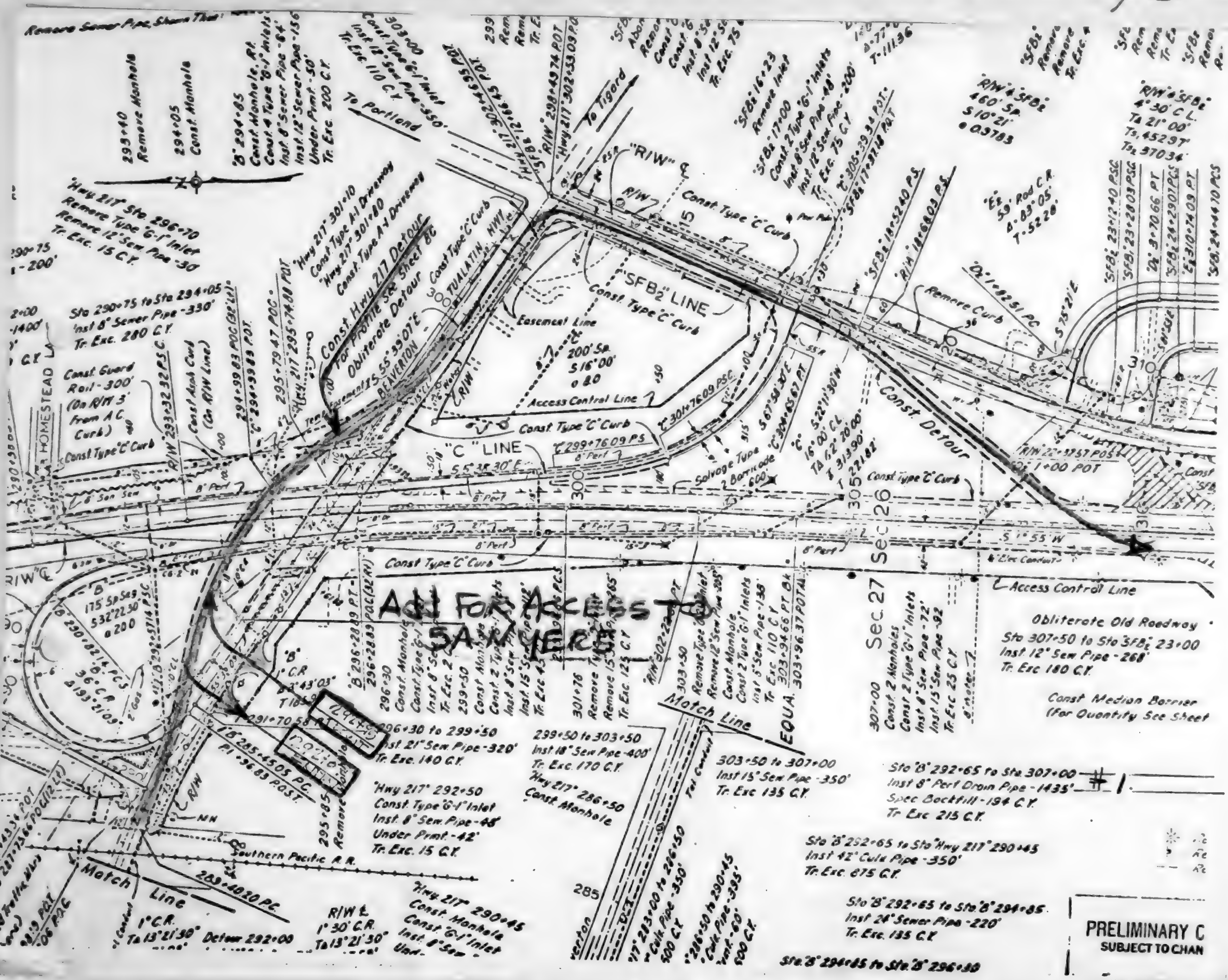
We hope that the foregoing requests may have your immediate attention.

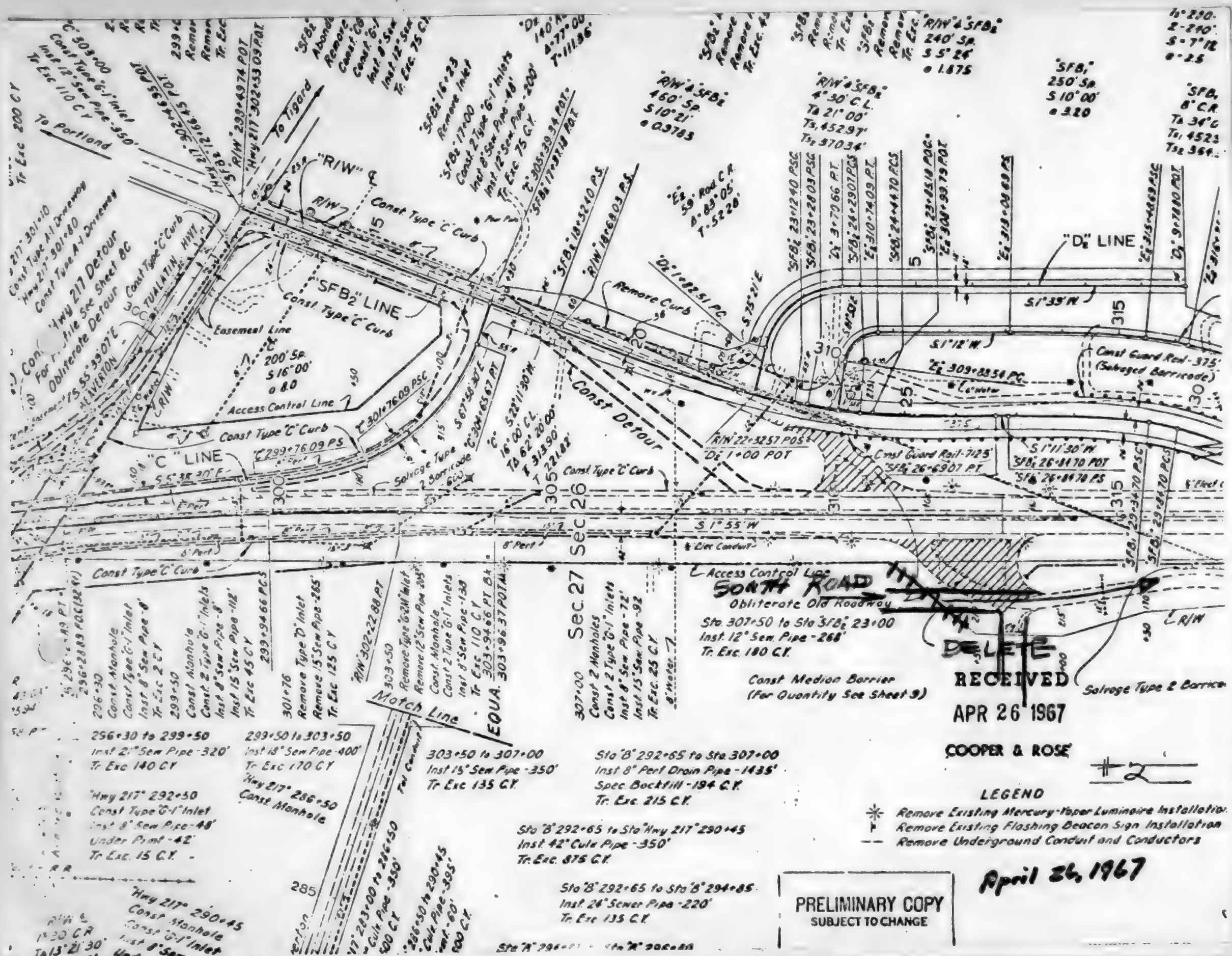
Yours very truly,

Dennis Lindsay

RECEIVED
JUN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DL/jlw
Enclosures
cc: Oregon State Highway Department, Attention: Mr. G. E. Rhode
Sawyer's, Inc., Attention: Mr. Marion F. Siedow
Cooper & Rose' & Associates, Attention: Mr. Elden E. Breedlove


Remove Sewer Pipe, Shown Thus
293+40 Remove Manhole
294+05 Const. Manhole
"B" 294+05 Const. Manhole, Rt. Const. 4 Type "B-1" Inlets Inst. 8" Sewer Pipe -64' Inst. 12" Sewer Pipe -156' Under Pmt. -50' Tr. Exc. 200 C.Y.
303+00 Const. Type "B-1" Inlet Inst. 12" Sew. Pipe -350' Tr. Exc. 110 C.Y.
To Portland
To Tigard
"Hwy 217" 298+43.74 POT
"Hwy 217" 302+53.09 POC
"SFB" 16°23' Remove Inlet
"SFB" 17°00' Const. 2 Type "B-1" Inlets Inst. 8" Sew. Pipe -48' Inst. 12" Sew. Pipe -200' Tr. Exc. 75 C.Y.
"SFB" 17°37'18" Rt
"R/W" ℄ 460' Sp. S 10° 21' ● 03783
"R/W" ℄ SFB 4°30' C.L. Ta 21°00' Ts 452.9' T 37034'
"Ez" 59' Rad. C.R. Δ 83°05' T 5228'
"R/W" ℄
Const. Type "C" Curb
"SFB2" LINE
Easement Line
Const. Hwy 217 Detour For Profile See Sheet 8C Obliterate Detour
Const. Type "C" Curb TUALATIN HWY
"Hwy 217" 301+10 Const. Type A-1 Driveway
"Hwy 217" 301+80 Const. Type A-4 Driveway
"SFB2" 18°52'40" PS
R/W 18°68'03" PS
"D" 1°02'51" PC
S 75° 21' E
Remove Curb
"SFB" 23°12'40" PSC
"SFB" 23°28'03" PSC
24' 3°70.66' PT
"SFB" 24°29'01" PCS
Ez 310°74.09' PT
"SFB" 24°44'10" PCS
Sta 290+75 to Sta 294+05 Inst 8" Sewer Pipe -330' Tr. Exc. 280 C.Y.
Const. Guard Rail - 300' (On R/W 3' from A.C. Curb)
Const. Type "C" Curb
R/W 293+32.32 PS C
Const. Asph. Curb (On R/W Line)
294+99.83 POC (32°12') "C" 294+99.83 POT
295+79.47 POC "Hwy 217" 295+74.80 POT
Const. Hwy 217 Detour For Profile See Sheet 8C Obliterate Detour
Easement S 55°39'01" E
BEAVERTON
200' Sp. S 16°00' ● 80
Access Control Line
Const. Type "C" Curb
"C" 301+76.09 PSC
"C" LINE S 5°35'30" E
"C" 299+76.09 PS
Salvage Type 2 Barricade 600
"C" 304+85.67 PT
"C" S 22°11'30" W 16°00' C.L. Ta 12°20'00" T 313.90' L 221.82'
Const. Detour
R/W 22°37.57' POS 1+00 POT
S 1°55' W
Const. Type "C" Curb
Const. Type "C" Curb
Const. Type "C" Curb
Sec. 26
Sec. 27
Sec. 31
Sec. 30
Const. Guard Rail - 300' (On R/W 3' from A.C. Curb)
Const. Type "C" Curb
R/W 293+32.32 PS C
Const. Asph. Curb (On R/W Line)
294+99.83 POC (32°12') "C" 294+99.83 POT
295+79.47 POC "Hwy 217" 295+74.80 POT
Const. Hwy 217 Detour For Profile See Sheet 8C Obliterate Detour
Const. Type "C" Curb
"Hwy 217" 301+10 Const. Type A-1 Driveway
"Hwy 217" 301+80 Const. Type A-4 Driveway
TUALATIN HWY
Easement S 55°39'01" E
BEAVERTON
Const. Type "C" Curb
"C" 301+76.09 PSC
"C" LINE S 5°35'30" E
"C" 299+76.09 PS
Const. Type "C" Curb
Const. Type "C" Curb
Const. Type "C" Curb


"C" LINE
"SFB2" LINE
"D2" LINE
"R/W" ℄
Const Type "C" Curb
Const Detour
Remove Curb
Access Control Line
Easement Line
Match Line
Sec 26
Sec 27
Sec 35
Sec 34
Const Type "C" Curb
Const Guard Rail-375'
(Salvaged Barricade)
Const Guard Rail-712.5'
Const Median Barrier
(For Quantity See Sheet 9)
Salvage Type 2 Barricade
To Portland
To Tigard
TUALATIN HWY
ALOHA
Hwy 217 Detour
Obliterate Detour
See Sheet 8C
Const Type A-1 Driveway
Const Type "C-1" Inlet
Inst 8" Sew Pipe - 48'
Tr Exc 25 C.Y.
Inst 12" Sew Pipe - 350'
Tr Exc 110 C.Y.
Inst 15" Sew Pipe - 112'
Tr Exc 45 C.Y.
Const Manhole
Inst 12" Sew Pipe - 265'
Tr Exc 125 C.Y.
Inst 12" Sew Pipe - 268'
Tr Exc 180 C.Y.
Inst 15" Sew Pipe - 350'
Tr Exc 135 C.Y.
Inst 18" Sew Pipe - 400'
Tr Exc 170 C.Y.
Inst 21" Sew Pipe - 320'
Tr Exc 140 C.Y.
Inst 42" Culv Pipe - 350'
Tr Exc 875 C.Y.
Inst 24" Sewer Pipe - 220'
Tr Exc 135 C.Y.
Spec Backfill - 194 C.Y.
Tr Exc 215 C.Y.
Inst 8" Perf Drain Pipe - 1435'
Inst 8" Sew Pipe - 48'
Under Print - 42'
Tr Exc 15 C.Y.
Const Type "C-1" Inlet
Const Manhole
Const 2 Type "C-1" Inlets
Const 2 Type "D" Inlets
Remove Type "D" Inlet
Remove Type "C-2" Inlet
Remove 12" Sew Pipe - 268'
Remove 15" Sew Pipe - 265'
Remove 15" Sew Pipe - 112'
Remove 15" Sew Pipe - 92'
Remove Existing Mercury-Vapor Luminaire Installation
Remove Existing Flashing Beacon Sign Installation
Remove Underground Conduit and Conductors
Sta 307+50 to Sta "SFB2" 23+00
Obliterate Old Roadway
SOUTH ROAD
DELETE
RECEIVED
APR 26 1967
COOPER & ROSE
PRELIMINARY COPY
SUBJECT TO CHANGE
April 26, 1967

RECEIVED
JUL 27 1966
FOR FILING

843

July 26, 1966

Mr. Dennis Lindsay
Krause, Lindsay and Mahstoll
Attorneys at Law
Ninth Floor, Loyalty Building
Portland, Oregon 97204

Dear Mr. Lindsay:

Reference is made to your June 21 letter in regard to the ingress to and egress from the Sawyer's, Inc., plant at Progress. The delay in reply was caused by a study that was in progress at the time we received your letter. This study has now been substantially completed, and I believe our present proposal will do much to relieve the situation which you describe.

As soon as our plans are firm, we will be in further contact with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
Leslie Hampton
L. W. Rulien

3667

JUN 23 66

KRAUSE, LINDSAY & NAHSTOLL
ATTORNEYS AT LAW
NINTH FLOOR, LOYALTY BUILDING
PORTLAND, OREGON 97204
226-1191

GUNTHER F. KRAUSE
DENNIS LINDSAY
R. W. NAHSTOLL
DONALD G. KRAUSE
LEON GABINET
WM. H. POOLE
GARRY P. McMURRY
CARL R. NEIL
JERARD S. WEIGLER
FREDRIC R. MERRILL

June 21, 1966

KLABCE

RECEIVED
JUN 21 1966
CONSTRUCTION

State Highway Commission
State of Oregon
Salem, Oregon 97310

Attention: Mr. Barbee

Gentlemen:

We have been requested by our client, Sawyer's, Inc. at Progress, Oregon, to write to you to request that you study and reconsider the increasingly serious traffic situation on Highway 217, caused by the growing number of employees at Sawyer's, Inc.

If you will review the file on this matter, you will note that in May of 1964 there were some 340 employees using the existing back and front accesses to the plant. At the present time the number of employees at Sawyer's has risen to well over a thousand, with more than 700 employees driving to and from work during the day (which is more than twice what it was in 1964). All indications are (based on sales projections) that this trend will increase and that before long we will have a plant of over 1,500 employees.

Specifically, we would ask that you analyze the traffic problems (both at the present time and as they will develop in the future) created on Highway 217 from the front access to Sawyer's plant, with a view to expediting ingress and egress to the plant.

Secondly, you are requested to reconsider

C O P Y

REFERRED TO
By Construction Engineer

the access problems from the back of Sawyer's plant to the Beaverton-Tigard Highway, which access you have previously indicated you proposed to eliminate when the overcrossing for Scholls Ferry Road is built.

We appreciate the fact that the condemnation case filed by the State Highway Department against Sawyer's is still pending; and we are, of course, sending a copy of this letter to your attorney. As your file must indicate, the central concern of Sawyer's all along has been with respect to its ingress and egress problems.

Yours very truly,

/s/ Dennis Lindsay

DL/jlw

cc: Mr. Leslie Hampton
Staff Attorney - Oregon State Highway Commission

Mr. Forest Cooper
Oregon State Highway Engineer

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

SU-466 (7)

7047

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1967

Northwest Natural Gas Company
123 NW Flanders Street
Portland, Oregon 97209

Re: Gas Main Adjustment
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

ATTENTION: Engineering Department

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities along the north side of Highway 217 on this project, as submitted with your letter of May 31, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of June 6, 1967.

Contact Mr. D. D. Rohrbough, Resident Engineer, 9350 Burnham Street, Tigard, Oregon Phone 639-4771, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

A letter from our Staff Attorney covering the above adjustment and setting forth your other conflicts on the subject project will be prepared and sent you in the very near future.

Reimbursement for the work performed on and subsequent to June 6, 1967, in the amount of $2,346.49, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. W. Rulien
D. D. Rohrbough
B. P. Huntley
R. H. Rumbolz

RECEIVED
JUN 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
5-18-67

PUX 644

5-18-67

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a highway grade crossing over the tracks and right of way of the Southern Pacific Company, known as the "ALLEN AVENUE GRADE CROSSING ALTERATION" project in the City of Beaverton, Oregon, in Washington County, on the North line of Section 22, approximately 1,460 feet West of the Northeast corner of Section 22, Township 1 South, Range 1 West, Willamette Meridian.	A P P L I C A T I O N No._____

Comes now the Applicant, State Highway Commission, and files its application in the above-entitled matter. Applicant herein respectfully represents:

I

That the name and address of the Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the travelling public, Applicant proposes to reconstruct a portion of the Beaverton-Tigard Highway and must, as a result thereof, reconstruct a portion of Allen Avenue to make proper connection to the reconstructed Beaverton-Tigard Highway. The reconstructed and widened portion of Allen Avenue will cross the Tillamook Branch of the Southern Pacific Company, as shown on Sheet 1 titled "P.U.C. MAP" and Sheet 2 titled "P.U.C. PROFILE" of Oregon State Highway Department Drawing No. 8B-33-6, both of which are further titled "Allen Ave. - S.P.R.R. Crossing, Beaverton-Progress

Section, Beaverton-Tigard Highway, Washington County, Rev. May 1967". Said Drawing by reference hereto is made a part hereof. This grade crossing which is to be altered is identified in the Commissioner's Catalog of Crossings as No. FD-754.6. As the existing grade crossing is protected by two PUC Standard No. 1R Crossbucks with "STOP" signs, participation of 10% of the cost of installation of crossing gates of the altered grade crossing is requested from the railroad. The railroad will be reimbursed for all other expenses made necessary by this construction in accordance with PPM 30-3, dated October 15, 1966, and all supplements thereto.

IV

That the construction of an overpass or underpass across the railroad tracks is not economically justified at this time. Future planning of the Applicant provides a separation to be built when funds are available and it is warranted by an increase in traffic.

V

That the 1963 average daily traffic at this point was 2,500 vehicles per day and is projected to increase to 5,000 in 20 years. That at the site of the proposed crossing there is an average of 4 train movements per day at a maximum speed of 20 miles per hour.

VI

That at the point of the proposed grade crossing the highway will be composed of two 16-foot traffic lanes with 12-foot truck and bus stop lanes and 4-foot paved shoulders. Opposing traffic will be separated by a 4-foot painted median. The centerline of Allen Avenue intersects the existing track at Highway

Station "A" 17+30.03 equals Railroad Station 50+01.8. The alignment of both railroad and Allen Avenue at the point of intersection are tangent and intersect at an angle of 59°01'37" in the northwest quadrant. Allen Avenue approaches the crossing from the west on a descending grade of 1.86%, crosses the tracks on an ascending grade of 0.5867% and descends to the east on a grade of 1.8685% to its intersection with the Beaverton-Tigard Highway. The distance between the centerline of the railroad and the centerline of the Beaverton-Tigard Highway along Allen Avenue is 232.48 feet.

VII

That the agencies affected by the alteration of the grade crossing are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company, Washington County and the City of Beaverton.

VIII

That this is a Federal-aid project and will be financed by funds from the Federal Government and the State Highway Department. The Southern Pacific Company will be asked to pay 10% of the actual cost of the installation of the crossing gates.

IX

That sight distances approaching the proposed crossing are as follows:

From a point on the proposed Beaverton-Tigard Highway 500 feet northerly of the crossing (Point E)

Northerly	2,000 feet
Southerly	2,500

From a point on the proposed Beaverton-Tigard Highway 500 feet southerly of the crossing (Point F)

Northerly	2,000 feet
Southerly	2,000 feet

(sight distances contined)

From a point on Allen Avenue 500 feet west of the crossing (Point A)

Northerly	400 feet
Southerly	200 feet

From a point on Allen Avenue 50 feet west of the crossing (Point B)

Northerly	1,600 feet
Southerly	1,900 feet

From a point on Allen Avenue 500 feet east of the crossing (Point D)

Northerly	1,500 feet
Southerly	1,900 feet

From a point on Allen Avenue 50 feet east of the crossing (Point C)

Northerly	1,600 feet
Southerly	1,900 feet

X

That the Applicant proposes, for the purposes of protecting traffic across said crossing, there be installed two PUC Standard No. 4 Automatic Gates equipped with auxiliary flashing lights, signals and gongs, and that the cost of the installation of same be borne 90% by State and 10% by railroad. The cost of maintenance of the signals should be borne by the railroad.

XI

That said proposed alteration is on the North line of Section 22 approximately 1,460 feet west of the northeast corner of Section 22, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project and the cost thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE", reimburse the railroad for necessary expenditures in connection therewith in

accordance with PPM 30-3, issued by the Bureau of Public Roads under date of October 15, 1966, and all supplements and amendments thereto.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast, which shall be located at appropriate locations along the highway on each side of the railroad tracks, except as modified by paragraph (b) under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE".

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement and protection of signal and communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the tracks to be covered by the highway roadway, install continuous rail throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 88 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

JLS:ja
5-18-67

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals, and other railroad facilities after construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

THINGS TO BE DONE BY WASHINGTON COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advance warning signs on Allen Avenue.

WHEREFORE, Applicant prays for an order authorizing the alteration and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 18th day of May, 1967.

STATE OF OREGON, by and through its
State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
Jack L. Sollis
Utilities & Railroad Attorney

JLS:ja
5-18-67

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 18th day of May, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
5-18-67

5-18-67 PUX 643

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a Highway Grade Crossing over the tracks and right of way of the Southern Pacific Company, known as the "DENNY ROAD GRADE CROSSING ALTERATION" project at the South city limits of the City of Beaverton, Oregon, in Washington County, in the East Half of the East Half (E½E½) of Section 22, Township 1 South, Range 1 West, Willamette Meridian.	)	A P P L I C A T I O N No._____

Comes now the Applicant, State Highway Commission, and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the travelling public, Applicant proposes to reconstruct a portion of the Beaverton-Tigard Highway and must, as a result thereof, reconstruct a portion of Denny Road to make proper connection to the reconstructed Beaverton-Tigard Highway. The reconstructed and widened portion of Denny Road will cross the Tillamook Branch track of the Southern Pacific Company, as shown on Sheet 1 titled "P.U.C. MAP", and Sheet 2 titled "P.U.C. PROFILE", of the Oregon State Highway Department Drawing No. 8B-33-5, both of which are further titled "Denny Rd.-S.P.R.R. Crossing, Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County, Rev. May 1967", said Drawing by reference hereto is made a part hereof. There is also a spur track being

constructed which will cross Denny Road approximately 40 feet West of the Tillamook Branch track which is covered by PUC Orders No. 42921 and No. 43394. This highway grade crossing which is to be altered is identified in the Commissioner's Catalog of Crossings as No. FD-754.0. As the existing grade crossing is protected by a single PUC Standard No. 1R Crossbuck and two "STOP" signs, participation of 10% of the cost of installation of crossing gates at the altered grade crossing is requested from the railroad. The railroad will be reimbursed for all other expenses made necessary by this construction in accordance with PPM 30-3, dated October 15, 1966, and all supplements thereto.

IV

That the construction of an overpass or an underpass across the railroad track is not economically justified at this time. Future planning of the Applicant provides a separation to be built when funds are available and increased traffic warrants it.

V

That the 1964 average daily traffic at this point was 1,000 vehicles per day and is projected to increase to 2,000 in 20 years. That at the site of the proposed crossing, there is an average of 4 train movements per day at a maximum speed of 20 miles per hour.

VI

That at the point of the proposed grade crossing alteration, the highway will be composed of two 12-foot traffic lanes with 12-foot truck and bus stop lanes and 4-foot paved shoulders. The centerline of Denny Road intersects the existing

track at Highway Station D 19+23.60 equals Railroad Station 78+95. The alignment of both railroad and Denny Road at the point of intersection are tangent and intersect at an angle of 92° 06' 23" in the Northwest Quadrant. Denny Road approaches the crossing from the West on an ascending grade of 6.5%, crosses the tracks and descends to the East on a grade of 0.47% where it intersects the Beaverton-Tigard Highway. The distance between the centerline of the railroad and the centerline of the Beaverton-Tigard Highway along Denny Road is 150.25 feet.

VII

That the agencies affected by the alteration of this grade crossing are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company, Washington County and the City of Beaverton.

VIII

That this is a Federal-aid project and will be financed by funds from the Federal Government and the State Highway Department. The Southern Pacific Company will be asked to contribute 10% of the actual cost of the installation of the crossing gates.

IX

That sight distances approaching the proposed crossing are as follows:

From a point on the proposed Beaverton-Tigard Highway 500 ft. North of the crossing (Point E)		From a point on the proposed Beaverton-Tigard Highway 500 ft. South of the crossing (Point F)	
Northerly	3,000 feet	Northerly	1,300 feet
Southerly	400 feet	Southerly	obscured

(sight distances continued)

From a point on Denny Road 500 feet West of the crossing (Point A)		From a point on Denny Road 500 feet East of the crossing (Point D)	
Northerly	95 feet	Northerly	350 feet
Southerly	400 feet*	Southerly	350 feet

(* 250 ft. with cards occupying new spur track)

From a point on Denny Road 50 feet West of the crossing (Point B)		From a point on Denny Road 50 feet East of the crossing (Point C)	
Northerly	890 feet	Northerly	1,200 feet
Southerly	1,350 feet	Southerly	550 feet

X

That the Applicant proposes for the purpose of protecting traffic across said crossing there be installed two PUC Standard No. 4 Automatic Gates, equipped with auxiliary flashing lights, signals and gongs, and that the cost of the installation of same be borne 90% by State and 10% by railroad. The cost of maintenance of the signal should be borne by the railroad.

XI

That said proposed alteration is in the East Half of the East Half (E½E½) of Section 22, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project and the cost thereof to be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, and award a contract or contracts for the construction of the highway.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE", reimburse the railroad for necessary expenditures in connection therewith in accordance with the terms of PPM 30-3, issued by the Bureau of Public Roads under date of October 15, 1966, and all supplements and amendments thereto.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with Gongs and Flashing Lights on the mast, which shall be located at appropriate locations along the highway on each side of the railroad tracks, except as modified by paragraph (b) under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE".

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such rearrangement and protection of signal and communication lines as may be required.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rail throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 64 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals and other railroad facilities after construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

THINGS TO BE DONE BY WASHINGTON COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advanced warning signs on Denny Road.

WHEREFORE, Applicant prays for an order authorizing the said alteration and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 18th day of May, 1967.

STATE OF OREGON, by and through its
State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
5-18-67

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 18th day of May, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
5-15-67

PUX 642

5-15-67

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to reconstruct a highway grade crossing over the tracks and right of way of the Southern Pacific Company, approximately 0.6 mile South of the community of Progress, Oregon, known as the "SCHOLLS HIGHWAY GRADE CROSSING" project, in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 27, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.	)	A P P L I C A T I O N No._____

Comes now the Applicant, State Highway Commission, and files its Application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the travelling public, Applicant proposes to construct a portion of the Beaverton-Tigard Highway and must, as a result thereof, reconstruct a portion of the Scholls Highway to make proper connection to the Beaverton-Tigard Highway. The reconstructed Scholls Highway crosses the Tillamook branch track of the Southern Pacific Company, as shown on Oregon State Highway Department Drawing No. 8B-36-27, titled "Vicinity Map & Profile, Grade Crossing of S.P.Co.R.R. with Scholls Highway, Beaverton-

Progress Section, Beaverton-Tigard Highway, Washington County, Rev. April, 1967"; said drawing by reference hereto is made a part hereof. The proposed highway grade crossing constitutes a new highway crossing of an existing railroad but such construction makes possible the elimination of an existing grade crossing, which is located approximately 60-feet south of the proposed highway grade crossing, when measured along the centerline of the railroad tracks, and which is identified in the Commissioner's Catalog of Crossings as FD-752.6. As the existing grade crossing is protected by a single Commissioner's Standard No. 1 Crossbuck and a single non-standard wigwag signal, participation of 10% in the cost of the installation of crossing gates at the new highway grade crossing is requested from the railroad. The railroad will be reimbursed for all other expenses made necessary by this construction in accordance with PPM 30-3 and all supplements thereto.

IV

That the construction of an overpass or an underpass across the railroad track is not economically justified.

V

That the 1965 ADT at this point was 1900 vehicles per day and is projected to increase to 4800 by 1986. That at the site of the proposed crossing there is an average of 4 train movements per day at a maximum speed of 20 miles per hour.

VI

That at the point of the proposed grade crossing the highway will be composed of four 12-foot travel lanes with 10-foot shoulders and a 4-foot median. The centerline of the proposed highway intersects the existing track at Highway Station SFB 43+33.78 point on spiral equals Railroad Station 152+64.52 point on spiral. The local tangents to the railroad and highway curves at the point of

intersection cross at an angle of 53°38'32" in the Northeast Quadrant. The proposed highway approaches the crossing from the southwest on an ascending grade of 0.4723%, crosses the tracks and ascends in a northeasterly direction at a grade of 6.6860%.

VII

That the agencies affected by the proposed grade crossing are the Southern Pacific Company, Portland General Electric Company, Western Union Telegraph Company, West Coast Telephone Company and Washington County.

VIII

That this is a Federal-aid project and will be financed by funds from the Federal Government and the State Highway Department. Southern Pacific Company will be asked to contribute 10% of the actual cost of the installation of the crossing gates.

IX

That sight distances approaching the proposed crossing are as follows:

From a point on the proposed highway 500 feet northeasterly of the crossing (Point A)

Northerly	1,000 feet
Southerly	300 feet

From a point on the proposed highway 500 feet southwesterly of the crossing (Point D)

Northerly	1,150 feet
Southerly	950 feet

From a point on the proposed highway 50 feet northeasterly of the crossing (Point B)

Northerly	550 feet
Southerly	4,000 feet

From a point on the proposed highway 50 feet southwesterly of the crossing (Point C)

Northerly	800 feet
Southerly	2,000 feet

X

That the Applicant proposes for the purpose of protecting traffic across said crossing there be installed two PUC Commissioner's Standard No. 4 Automatic

Gates equipped with auxiliary flashing light signals and gongs and that the cost of installation of same be borne 90% by the State and 10% by the railroad. The cost of maintenance of the signals should be borne by the railroad.

XI

That said proposed construction is in the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 27, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project to be handled and the costs thereof to be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the highway.

(b) Except as hereinbelow stated under THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE, reimburse the railroad for necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of PPM 30-3, issued by the Bureau of Public Roads under date of October 15, 1966, and supplements and amendments thereto.

(c) Install and maintain such advance warning signs as are required at this location.

THINGS TO BE DONE BY RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 4 Automatic Gates equipped with gongs and flashing lights on the

mast, which shall be located at appropriate locations along the highway on each side of the railroad tracks, except as modified by paragraph (b) under THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE.

(b) Rearrange the railroad right of way fences to conform to the construction.

(c) Make such rearrangement of communication lines as may be required.

(d) Provide and install preservative-treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing, install a gumwood plank crossing for a width, when measured along the centerline of the track, of 96 feet.

(e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals and other railroad facilities after the construction of the crossing.

(b) Bear 10% of the actual cost of installing Commissioner's Standard No. 4 Automatic Gate Signals.

WHEREFORE, Applicant prays for an order authorizing said construction and the elimination of the existing crossing No. FD-752.6 and allocation of

costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 15th day of May, 1967.

STATE OF OREGON, by and through its
State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. PORTER, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 15th day of May, 1967

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

COMMISSIONERS
[illegible] MEICHNJIRGEN CHAIRMAN, BEAVERTON
[illegible] B HUFFSCHMIDT PORTLAND
LEONARD N HALL CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S W 5TH AVENUE
PORTLAND 97201

RECEIVED
[illegible] 1967
CONSTRUCTION
DIVISION

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

May 15, 1967

Mr. Forrest Cooper
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Listed below in conjunction with our comments are the titles of the proposed highway projects mentioned in your April 27, 1967 letter:

North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County.

Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County.

South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County.

Jacksonville ("E" Street) Section, City Street, Jackson County.

5-19-67 Copies to:
F.B. Klaboe
L.H. Young
Frank Hall (5)
T.C. Roake
J.E. Morelock
L.W. Rulien (4)
L.R. Chandler (4)
A.F. Parson (2)
fw

NOTED
F. B. KLABOE

We anticipate no fishery conflicts as a result of construction on the above projects.

Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.

The 800-foot-long channel change shown on Johnson Creek is on a four percent grade. Large boulders should be placed in staggered locations to break up the increased stream velocities caused by the increased gradient.

We appreciate the opportunity to comment on these projects.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
MAY 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1967
FOR FILE

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1967

SUBJECT: File No. 40764 - Olson
Beaverton-Progress Section
Beaverton-Tigard Highway

To: Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box 02157
Portland, Oregon 97202

In response to your letter of May 5, 1967 on the above matter, we have re-examined our taking and we find that although we can not reduce our right of way taking the ten feet as suggested by Mr. Hudson, we find we can reduce the taking by some six to eight feet.

We are preparing revised descriptions for this property as well as for File No. 41161. The latter property is adjacent to the Olson property and must be revised also.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

cc F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN [illegible], WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE [illegible], SALEM

RECEIVED
MAY 9 1967

SU-41(a)(7)
7347

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Routing

Jon
Decker
Bond
Barbee
Walker
Glenn
Swan

Poese
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
MAY 4 1967
CONSTRUCTION
DIVISION

May 3, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of April 27, 1967 requesting our comments on a number of proposed projects.

The projects concerned are as follow:

1. North Hill-Deer Creek Section, Oakland-Shady Highway, Douglas County
2. West City Limits-St. Johns Bridge(Portland)Section, Columbia River Highway, Multnomah County
3. Milwaukie-Harmony Road Interchange Section, Clackamas Highway, Clackamas County.
4. Azalea-Glendale Junction Section, Pacific Highway, Douglas County
5. Cedar Hills Boulevard at Jenkins Road Section, FAS 838 and 676, Washington County
6. Beaverton-Progress Section, Beaverton-Tigard Highway, Washington County
7. Silverton Road-Sunnyview Avenue Section, FAS 741, Marion County
8. South Baker Interchange-Encina Section, Old Oregon Trail Highway, Baker County
9. Jacksonville("E" Street)Section, City Street, Jackson County
10. Willamette River-N.W. Johnson Section, Stadium Freeway, Multnomah County
11. Cape Sebastian Section, Oregon Coast Highway, Curry County
12. Ontario Section, Old Oregon Trail Highway, Malheur County
13. Talent Section, Pacific Highway, Jackson County

We have reviewed the plans for the above projects and feel that no conflict with fishery resources will result from the construction. The plans are approved.

We appreciate the opportunity to review the proposals.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-4-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (13)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (8)
R. D. Asburry (2)
L. R. Chandler (10)
A. F. Parson (4)
fw

RECEIVED
MAY 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1967

FOR FILING

SU-466(7)
7047

To: MEMO TO FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1967

SUBJECT: Beaverton-Progress Section
Project No. SU-466(7)
Washington County
Map No. 8B-20-6

L

There are several structures all located on the east side of the highway on this project which will be removed by August 1, 1967 and consequently the contractor will be held out of the areas as noted in the specifications until August 1, 1967.

These structures are all located outside the critical construction area and in no way will delay or obstruct the contractor in the 45 calendar days involved. They are listed below along with their location:

File No.	Station	Improvement	Location
41161	292+00	House	Edge of R/W
41309	309+50	House	In Frontage Road Area
39989	314+90	House	In Frontage Road Area
40764	295+00	Restaurant Bldg.	70' from Center Line
32664	299+90	Sign	Off New Highway on Scholls Ferry Road.

We believe the foregoing to be in the public interest.

L. H. Young
Office Engineer

DAR:bb

RECEIVED
MAY 1967

Form DOT-21
(1-63)
(Prev. by
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
[redacted]

477 Cottage Street NE.
Salem, Oregon 97301

SU-466(7)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
7047 Attention: Mr. I. D. Merchant

DATE: April 28, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project SU-466(8)
Beaverton - Tigard Highway
Preliminary Plans for U'xings at Scholls Ferry Road and
Highway 217

The preliminary plans submitted with Mr. Merchant's letter of

April 19, 1967 have been reviewed and are satisfactory.

Copy
Ivan
Young
5-2-67

NOTED
TOM EDWARDS

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 25 1967

5 L-4 6 (7)
1147

April 24, 1967

Washington County Board of Commissioners
County Courthouse
Hillsboro, Oregon

Gentlemen:

As a part of the overall construction project on the Beaverton-Progress Section of the Beaverton-Tigard Highway, it is planned to install traffic signals and luminaire units at all intersections and interchanges.

In keeping with our standard policy, we are asking the City of Beaverton to assume the power costs for all such installations within the corporate limits of the city. Also, we are asking that the County assume the power costs for those installations in rural areas. Because this is a new construction project, the State Highway Department will pay all initial installation costs.

I am attaching two copies of an agreement covering the installations in rural areas. It would be appreciated if you would sign these agreements and return them to this office. We will arrange for their execution by the State Highway Commission, after which you will be furnished with one fully executed copy.

Your cooperation in this matter will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

VPH:hm ja

ORDER #43545

4-18-67

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-351

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the BEBURG OVERCROSSING project near Beaverton, in the Northeast Quarter (NE¼) of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.	ORDER

On March 22, 1966, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205, 763.040 and 763.050, for authority to construct a railroad-highway overcrossing at the location set forth in the above title. Motions to amend the Application were filed on April 26, 1966, and October 11, 1966, and said motions are hereby allowed.

Applicant alleges that the proper service, safety and convenience of the traveling public require the above described construction of an overcrossing structure over the right of way and track of the Southern Pacific Company.

Applicant states that the persons or parties affected by the proposed overcrossing are the Southern Pacific Company, hereinafter called "railroad", and the City of Beaverton in Oregon.

Applicant also represents that upon completion, the estimated annual average daily traffic on the Beaverton-Tigard Highway will be 8,000 vehicles with an anticipated increase to 20,000 vehicles per day by 1986; that at the site of the proposed crossing there are no through train movements and 4 switching movements daily by the Southern Pacific Company all during daylight.

Attached to the Amended Application and made a part thereof are Oregon State Highway Department drawings numbers 21096 and 16988. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Copies of the Amended Application and the attached drawings made a part thereof were forwarded to the Superintendent and Attorneys for Southern Pacific Company, City of Beaverton and to the County Court of Washington County, Oregon. Southern Pacific Company, City of Beaverton and the Board of Commissioners for Washington County advised the Commissioner that they have no objections to the construction of overcrossing as proposed or to the granting of the Amended Application in accordance with the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the Amended Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by any railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the Amended Application, the record herein and field investigation by the Commissioner's staff it is found that:

The Applicant herein is a "Public Authority", Southern Pacific Company is a "Railroad" and the intersecting road is a "Highway" all as defined in ORS 763.010.

The State Highway Commission proposes to construct an overcrossing structure over the right of way and tracks of the Southern Pacific Company as shown on the aforementioned drawings attached to the Application. The proposed site of such overcrossing is located in Washington County, Oregon.

Upon completion the annual average daily traffic will be approximately 8,000 vehicles with an anticipated increase to 20,000 vehicles per day within 20 years thereafter. At the site of the proposed overcrossing there are

four daylight train movements daily, conducted by the Southern Pacific Company.

Specifications and representations submitted by Applicant herein provide that the proposed structure will have a total length center to center of end bents of 339 feet and will consist of a 65-foot prestressed concrete span, two 96-foot prestressed concrete spans and an 82-foot reinforced concrete prestressed span. Roadway width between curbs is 92 feet with no provision for foot traffic. The proposed structure is on a 1050-foot vertical curve. The ascending grade from the north is 1.281% and that from the south is 3.0286%. The point of intersection for the 1050-foot vertical curve is Station 205+30 and is located at elevation 222.11. The centerline of the proposed highway location intersects the railroad drill track at Highway Station 203+60.19 POC - Railroad Station 9+32.0 POT with an intersection angle of 79°09'04" in the Northwest Quadrant. The highway location centerline also crosses the proposed future track at Highway Station 204+03.46 POC - Railroad Station 8+72.52 POC with an intersection angle of 78°16'33" in the Northeast Quadrant. The vertical and horizontal distances will exceed the minimum standards required by the Commissioner's Rules at all times during construction and after completion of the proposed structure.

The proposed overcrossing which will constitute a new crossing of an existing railroad will not eliminate any existing grade crossing and will, therefore, produce no benefit to the railroad. Applicant, in recognition thereof, seeks no participation by the railroad in the cost of said structure.

Applicant more particularly proposes that all construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, award contracts for and supervise the construction of the proposed overcrossing structure.

(b) Finance the construction of said project including reimbursement to the railroad for its costs incurred in connection therewith.

(c) Maintain the structure and all highway appurtenances thereto upon completion of the project.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing of the railroad tracks is for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The crossing of railroad and highway at separate grades as proposed by Applicant herein will promote the public safety and convenience.

From the foregoing it is concluded that construction of the proposed overcrossing and granting of the Amended Application herein is in the public interest. It is therefore

ORDERED that the Amended Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company, known as the Beburg Overcrossing project, located in the Northeast Quarter of Section 15, Township 1 South, Range 1 West, Willamette

Meridian, Washington County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction shall be performed in conformance with the details as shown on the drawings submitted with the Application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation FD-755.28-AC assigned to the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 18th day of April, 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

RECEIVED
APR 7 - 1967
FOR FILING

SU-466(7)

7047

April 6, 1967

Mr. Robert O. Malsey
City Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Malsey:

In order to provide the safest possible operation for the public on the Beaverton-Progress Section of the Beaverton-Tigard Highway, it is planned to install overhead luminaire units and traffic signals at certain intersections. The locations within the city limits of Beaverton and the type of installations to be made at each intersection are as follows:

Beaverton-Hillsdale Highway Interchange:

1. Install three-phase, fully actuated traffic signals at each of the two ramp terminal intersections.

2. Illuminate the off- and on-ramps and the ramp terminal intersections. The following mercury-vapor units would be installed:

400-watt -- 11 units
250-watt -- 5 units

Allen Avenue Intersection:

1. Install three-phase, fully actuated traffic signals.

2. Install six 400-watt mercury-vapor luminaire units.

This letter is to request that the State and the City of Beaverton cooperate in these installations. The

Highway Department will make the original installation at no cost to the City. It is requested that the City assume all future power and maintenance costs.

If the above arrangement is satisfactory to City officials, we will prepare the necessary agreements and proceed with the plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien

LEG:njc ja

RECEIVED
MAR 23 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 14, 1967

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT:
Beaverton-Progress Section
Beaverton-Tigard Highway
Washington County

NOTED
D. H. MOEHRING

NOTED

As of this date I received a call from Office Engineering making inquiry as to what a design change would do to certain property on the subject section. Also this date I received my copy of the Schedule of Contract Letting which lists the subject project for June 15 letting.

As you well know there are significant design changes for the Progress Interchange, the descriptions of which I have not received. This design change will, I understand, take out a restaurant building of considerable value and we may fairly presume will involve all of the ramifications of being part of a larger property. Namely, a large shopping center. One other taking may very likely involve a middle class residential improvement. All told, it is my best guess that we will have from six to eight new descriptions on this interchange.

I know you are well aware of the reasonable time requirement for processing a normal file including recommendations for condemnation and the clearing of improved property.

JOHN K. SCOTT
District Supervisor
Right of Way Section

JKS:vme

cc: G. E. Rohde
L. W. Rulien

RECEIVED
RIGHT OF WAY

RECEIVED
JAN 23 1967

FOR FILING
SL 4C 4 (7)
7547

January 20, 1967

Southern Pacific Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. E.A. Kendrew

Re: Grade Crossing Protection
Denny Road and Allen Avenue Intersections
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County
YOUR FILE: 323-3
O-PD-60-18

Gentlemen:

In your letter of June 29, 1966 you advised that the installation of automatic gates at Denny Road Crossing F-754.0 will cost the State an estimated $13,140 and the installation of gates at Allen Avenue Crossing F-754.6 would cost the State an estimated $13,000. From your letter, we understand that this cost is 90 per cent of the total cost of the installation in each case.

Please proceed with the preparation of the appropriate agreements for this work. You are hereby authorized to proceed with the ordering of materials and with preliminary engineering for these installations. However, please do not begin installation work until your agreements have been approved by the State and the Bureau of Public Roads, and you have received our authority to proceed.

NOTED
F.B. KLABOE

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Southern Pacific - San Francisco
~~F.B. Klaboe~~
F.B. Crandall
C.H. Maison
L.W. Rulien
Jack Hesla

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 25 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1966

Southern Pacific Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. E.A. Kendrew

Re: Construction of a Sanitary Sewer and Manhole on Allen Avenue
Sunset Hwy. -Denny Road Section
Beaverton-Tigard Highway
Washington County
YOUR FILE: 323-3
0-PD-60-18

Gentlemen:

We have reviewed your Oregon Division Drawing PD-75 as revised November 4, 1966, and a sketch of the intersection of Allen Avenue and the future alignment of the above-captioned highway, and have the following comments to make:

We have no objection to the construction of your sewer lines which will cross our future centerline at approximate Station 224+80 and the construction of a manhole in the centerline of Allen Avenue, which will lie approximately 95 feet westerly and at right angles to our Station 224+22, so long as you realize that direct access from the freeway to maintain this manhole will be denied. When the future grade separation is constructed, the railroad or the city must arrange for suitable access from Allen Avenue to the manhole without encroaching on the freeway. This access can be from the west side of the freeway only and must be constructed without the use of State or Federal funds.

The plans for our bridge construction at this location are undeveloped at this time, and we encourage you to notify our Division Engineer, Mr. L.W. Rulien, after the pipe is in place and before it is completely backfilled so we may make field ties to its location and design our structure in such a manner that it will not conflict with this sewer line.

Very truly yours,

F.D. Morgan
Construction Engineer

By SIGNAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Southern Pacific -
San Francisco
F.B. Klaboe (w/ copy of sketch)
E.S. Hunter "
B.P. Huntley "
L.W. Rulein "
R.H. Rumbolz "

RECEIVED
NOV 28 1966
STATE HIGHWAY

NORTH

1" = 100'

MH (S.P. Co.)

12" SANITARY SEWER

ALLEN AVE

Beaverton City Limits

EAST END FUTURE OVERHEAD STRUCTURE

600' SP
e = 0.1666
S = 3°00'

Permanent Easement 30

Match Line

Lee St 0+94

Reser 5 0+00

ALLEN AVE

Motch Existing Rd.

JLS:ja
10-10-66

PUX 596

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the BEBURG OVERCROSSING project near Beaverton, in the Northeast Quarter (NE¼) of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.	No. SXF-351 M O T I O N T O A M E N D A P P L I C A T I O N

The Applicant herein respectfully requests permission to amend its Application in the above-titled matter as follows:

I

Delete paragraph VI in the original Application and substitute in lieu thereof the following: "VI That the proposed structure will have a total length center to center of end bents of 339-feet and will consist of a 65-foot prestressed concrete span, two 96-foot prestressed concrete spans and an 82-foot reinforced concrete prestressed span. Roadway width between curbs is 92-feet with no provision for foot traffic. The proposed structure is on a 1050-foot vertical curve. The ascending grade from the north is 1.281% and that from the south is 3.0286%. The point of intersection for the 1050-foot vertical curve is Station 205+30 and is located at elevation 222.11."

II

Substitute the attached revised drawings dated September 30, 1966, in lieu of the drawings attached to the original Application (bear same Drawing Nos. and titles as set forth in original Application).

Dated at Salem, Oregon, this 11th day of October, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
10-10-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 11th day of October, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
OCT 5 - 1966
FOR FILING

FORM E-301 — 500 — 1-66 SP*19102-734

SU-4667
7047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1966

To: Mr. G. E. Bohde
Chief Counsel

B U I L D I N G

SUBJECT: Amendment to Application
for PUC Order
Beaverton-Tigard Hwy. O'xing
SPRR Tracks at Beburg
Br. No. 9045

Attention: Mr. Jack Sollis

Due to a recent change in standard roadway widths of bridge decks, we are increasing the roadway width of the subject structure from 84' to 92' between curbs with no provision for foot traffic and in order to retain the present clearances, we are shortening the vertical curve from 1100' to 1050', grades to the curve, location and elevation of the P.I. remaining the same. This will require an amendment to our original application requiring the deletion of Paragraph VI and substituting the following:

"That the proposed structure will have a total length center to center of end bents of 339' and will consist of a 65' prestressed concrete span 2 - 96' prestressed concrete spans and an 82' reinforced concrete prestressed span. Roadway width between curbs is 92' with no provision for foot traffic. The proposed structure is on a 1050' vertical curve. The ascending grade from the north is 1.281% and that from the south is 3.0286%. The point of intersection for the 1050' vertical curve is Sta. 205+30 and is located at elevation 222.11."

We are attaching 12 prints of the revised drawings Nos. 16988 and 21096. These prints are to be used with the amendment.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

NOTED
TOM EDWARDS

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

RECEIVED
AUG 16 1966
FOR FILING
SU-4166(7)
1047

August 15, 1966

Oregon State Highway Commission

Gentlemen:

We propose to construct at a future date the Sunset Highway-Denny Road Section of the Beaverton-Tigard Highway in Washington County. Stage I of the project will require the construction at-grade of both Denny Road and Allen Avenue. As a part of the intersection of our highway, we must reconstruct grade crossings of the Southern Pacific tracks which parallel our highway through the area.

As a portion of reconstructing these grade crossings, the Railroad plans to install crossing gates at each location. These gates will eventually be interconnected with our signals at these two intersections. It will take the Railroad from six to nine months to obtain the materials necessary for the crossing improvement and signal installation.

We request your authority to enter into an agreement with the Railroad to the effect that the State will pay 90 per cent of the cost of the installation of these signals (which is estimated to be a total of $26,140) for these two locations.

This matter will be on the agenda for the August 25 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
C. H. Maison
L. W. Rulien

TWL:fp fn

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1966

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Grade Crossing Protection
Denny Road & Allen Avenue Intersections
Sunset Hwy.-Denny Road Section
Beaverton-Tigard Highway
Washington County

The construction of the above-captioned section will require the construction of grade crossings of the Southern Pacific tracks at Denny Road and Allen Avenue immediately westerly of the points where these county roads intersect our proposed highway.

The railroad has requested that the State proceed with the ordering of the signals now so that when the job is constructed the signals may be in operation. Inasmuch as the installation of these signals will be an improvement to the protection which now exists at this point, the railroad has agreed to bear 10 per cent of the cost of this installation. We have been advised that the State's share on 90-10 basis would be $13,140 for the installation of gates at Denny Road and $13,000 at Allen Avenue.

Since it takes the railroad from six to nine months to obtain materials for crossings of this type, this appears to me to be an expedient move to assure that the installation may be coordinated with our project.

I am requesting, therefore, that you ask the Highway Commission at their meeting of August 25, 1966 to authorize the State to enter into an agreement with the Southern Pacific Company obligating the State to bear 90 per cent of the cost of the installation of crossing gates at these two locations which is estimated to be approximately $26,140.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Enc.

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AUG 1
OFFICE
STATE HI

RECEIVED
MAY 20 1966
FOR FILING

SU-466(2)

7047

REFERRED TO
BY SECRETARY

May 18, 1966

Public Utility Commissioner of Oregon
Salem,
Oregon

RE: File No. SXP-351
Notice of Application
REDUCED OVERCROSSING

Gentlemen:

The City of Beaverton does not wish to enter an objection to the Notice of Application of the Oregon State Highway Commission for authority to construct an overcrossing over the tracts and right-of-way of the Southern Pacific Company.

Respectfully,
CITY OF BEAVERTON

BY:_____
Theron L. Martin
City Engineer

TLM:jjw

cc: State Highway Commission

NOTED
F. B. KLABOE

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copy to
5-20-66

RECEIVED
MAY 19 1966
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

2-1-46.6 (7)
7-1-66

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Grade Crossing Protection
Denny Rd. and Allen Ave. Intersections
Sunset Highway-Denny Road Section
Beaverton-Tigard Highway
Washington County
YOUR FILE: 323-3
O-PD-60-18

Gentlemen:

This is in reply to your letter of March 23, 1966 in which you request information concerning the future design and construction of the above-captioned intersections.

Herewith you will find two prints of a preliminary design of both the Denny Road and Allen Avenue Intersections as they will be built on the first stage of the construction of this highway.

Before ordering materials it would be advisable if you could meet with our people so that we may review your design and determine what interconnection requirements will be necessary between the railroad signals and the highway signals at these locations.

At this time this section of the Beaverton-Tigard Highway is not scheduled for construction until the latter part of 1967. We will keep you advised of any changes in our construction schedule.

NOTED
F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: Southern Pacific Company - San Francisco (w/attachs.)

F. B. Klaboe
F. B. Crandall
L. W. Rulien
Jack Hesla

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

Routing

323-3
O-PD-60-18

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 23 1966
CONSTRUCTION
DIVISION

Trout
Scott
Mills
Litchfield
Olson

March 23, 1966

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to letter dated August 17, 1962 from Mr. G. S. Paxson relative to installation of flashing light signals at grade crossings of the county roads known as Denny Road and Allen Avenue near Beaverton.

In Mr. Paxson's letter he states that as soon as the location of this highway has been approved by the Bureau of Public Roads that the State would proceed with a program and construction of the county road grade crossings ahead of main highway construction. The improvement of these two county roads was to be handled by the State and appropriate applications would be made to the PUC for signalization to be paid for by the State according to federal-aid regulations.

Your present contract covers the placing of fill on Southern Pacific Co. property adjacent to Allen Avenue and presume that in the near future you will award an additional contract to construct the roadway adjacent to our tracks over and across both Allen Avenue and Denny Road.

Prior to award of contract would desire that agreements be reached relative to the improvement of both of these crossings. In order that we may be in a position to order material and make the signal installation required, we should prepare agreements in the very near future. All of our signal equipment has to be ordered for each specific location and it takes approximately 6 months to secure this material.

Please advise this office your concurrence on this improvement so that we may complete our survey and prepare appropriate drawings and construction agreements.

Yours truly,

A. W. Kilborn

JLS:ja
4-26-66

PUX 596

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

4-26-66

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the BEBURG OVERCROSSING project near Beaverton, in the Northeast Quarter (NE¼) of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.	No. SXF-351 MOTION TO AMEND APPLICATION

The Applicant herein respectfully requests permission to amend its Application as follows:

I

Delete paragraph VIII in the original Application and substitute in lieu thereof the following: "VIII That the Southern Pacific Company and the City of Beaverton are the only parties affected by the proposed overcrossing."

Dated at Salem, Oregon, this 26th day of April, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Amend Application is true as I verily believe.

IVAN MERCHANT

Subscribed and sworn to before me this 26th day of April, 1966

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Amend Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
3-21-66

PUX 596

3-21-66

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an Overcrossing over the tracks and right of way of the Southern Pacific Company, known as the BEBURG OVERCROSSING project near Beaverton, in the Northeast Quarter (NE¼) of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.	APPLICATION No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct the Cedar Hills-Southern Pacific Company Railroad Overcrossing Section of the Beaverton-Tigard Highway. Said construction necessitates the construction of an overcrossing structure over the right of way and tracks of the Southern Pacific Company, as shown on Oregon State Highway Department Drawing No. 21096, titled Beburg Overcrossing of the S.P.R.R., S.P.R.R. O'Xing-Pacific Hwy. West Sec., Beaverton-Tigard Hwy., dated July 27, 1965, Bridge No. 9045. Also attached hereto is Oregon State Highway Commission Drawing No. 16988, titled Vicinity Map & Profile, S.P.R.R. "Beburg"

Overcrossing Site, revised April 7, 1965; said drawings by reference hereto are made a part hereof. The proposed structure constitutes a new highway crossing of an existing railroad and no grade crossing will be eliminated. Since the railroad will not benefit from the crossing, no participation in the cost of said structure is requested from the railroad.

IV

That an overcrossing is the only practical means for constructing a separation of the highway and railroad traffic.

V

That upon completion, the estimated annual average daily traffic on the Beaverton-Tigard Highway will be 8,000 vehicles with an anticipated increase to 20,000 vehicles per day in 20 years; that at the site of the proposed crossing there are 4 switching train movements, all during daylight hours, and there are no through train movements.

VI

That the proposed structure will have a total length, center to center of end bends, of 339 feet and will consist of a 65-foot prestressed concrete span, two 96-foot prestressed concrete spans and an 82-foot reinforced concrete prestressed span. Roadway width between curbs is 84 feet with no provision for foot traffic. The proposed structure is on an 1100 foot vertical curve. The ascending grade from the north is 1.281% and that from the south is 3.0286%. The point of intersection for the 1100 foot vertical curve is Station 205+30 and is located at elevation 222.11.

VII

That the centerline of the proposed highway location intersects the railroad drill track at Highway Station 203+60.19 POC - Railroad Station 9+32.0 POT with an intersection angle of 79°09'04" in the Northwest Quadrant. The highway location centerline also crosses the proposed future track at Highway Station 204+03.46 POC - Railroad Station 8+72.52 POC with an intersection angle of 78°16'33" in the Northeast Quadrant.

JLS:ja
3-21-66

VIII

That the Southern Pacific Company is the only party affected by the proposed overcrossing.

IX

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds, finance the construction of said project, including reimbursement to railroad company for its costs incurred in connection therewith; accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued August 15, 1955, and amendments and supplements thereto.

(c) Upon completion of the project, maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) above under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

JLS:ja
3-21-66

X

That at all times during construction and after completion of the proposed structure, vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Rules; that provision is made for a future track to pass under said structure.

XI

That the proposed project is located in the Northeast Quarter (NE¼) of Section 15, Township 1 South, Range 1 West, Willamette Meridian, Washington County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 21st day of March, 1966.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
3-21-66

STATE OF OREGON)
) ss
County of Marion)

I, IVAN MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN MERCHANT

Subscribed and sworn to before me this 21st day of March, 1966.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

FORM [illegible] 7-65
RECEIVED
JAN 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

SU-466(7)
7047

NOTED
R. L. PORTER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 19, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Overmeyer Warehouse Company Tract
Allen Avenue Interchange
Beaverton-Tigard Highway
Washington County
YOUR FILE: 911595/311-2

Gentlemen:

This is in reply to your letter of December 29, 1965 with which you sent us prints of your Oregon Division Drawing PD-35 on which was shown the tract of land you intend to sell to the Overmeyer Warehouse Company on the north side of Allen Avenue and east of the proposed Allen Avenue Interchange.

We have reviewed your proposed development as shown on your drawing and find that there will be a fill about 2-1/2 feet above the existing pavement at the west edge of the proposed future street serving this property (approximately 795 feet east of the centerline of the railroad at its intersection of Allen Avenue).

The State has no objection to your developing this property as you have shown on your Drawing PD-35, as revised on December 27, 1965, so long as you recognize the future need to adjust the road approach to conform to our future design at this point.

The State will grant permission to enter State-owned property lying on the north side of Allen Avenue, but said entry must be constructed east of Allen Avenue Station 25+00, said Station being located on the centerline of Allen Avenue, 769.44 feet east of the intersection of the centerlines of Allen Avenue and the Tillamook Branch tracks of the Southern Pacific Company, as shown on the attached portion of our right of way map #8B-20-5. This will avoid conflict with our future access control in this area.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: Southern Pacific Company
San Francisco, California
Mr. R. H. Huntington
1410 Yeon Building, Portland
R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox
L. W. Rulien
Jack Hesla

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

IN REPLY PLEASE REFER TO
911595/311-2

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
V. R. RUSSELL
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

December 29, 1965

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 31 1965
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon, 97310

Attention; Mr. T. W. Litchfield
Utility Liaison Engineer

Dear Sir:

In developing our property near Beaverton, we are proposing to have a road connection to Allen Avenue as shown on the attached Oregon Division drawing PD-35.

This development of our Beburg industrial property has been under consideration for several years and the future construction of the overpass which will carry traffic along Allen Avenue over the future Beaverton-Tigard Highway No. 144 will not be interfered with by the construction of our access road except that it will intersect existing Allen Avenue on a portion of property State Highway Department acquired for an on-ramp from Allen Avenue to Highway 144.

This was approved by Washington County by the attached copy of letter from Mr. E. N. McKinstry of Washington County Public Works. This proposal has been discussed with your Resident Engineer D. D. Rohrbough and he advises that he could see no objection in connection with future highway construction.

Please advise this office if you have any objections to our construction of this access road to our industrial property from Allen Avenue.

Yours truly,

A W Kilborn

Copy of letters & maps
to Trout on 1-6-66
E

WASHINGTON COUNTY DEPARTMENT OF PUBLIC WORKS
Room 204--Court House
Hillsboro, Oregon 97123

February 3, 1964

Southern Pacific Company
324 Union Station
Portland, Oregon

Attention: Mr. Kendrew

Dear Sir:

Attached hereto please find your map No. P 14001 F Sheet No. 6, dated November 5, 1956.

The proposed road connection at a distance of 820 feet more or less, Easterly along Allen Avenue from the centerline of Southern Pacific main line tracks, is acceptable to Washington County.

I have also checked with the Oregon State Highway Department and they assure me this location will not interfere with their future plans for a grade separation.

Please contact this office for final permit before construction.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Edward N. McKinstry
Chief, Engineering Division

ENM:hs

Enclosure: Map No. P14001F,
Sheet No. 6

FORM E-123X BDM 2-65

RECEIVED
DEC 20 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. TRIBLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND

SU-1166(7)

7047

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 23, 1965

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. A.W. Kilborn
Superintendent

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Gentlemen:

Beburg Overcrossing
Beaverton-Tigard Highway
Bridge No. 9045

On July 25, 1961 copies of the vicinity map were sent you covering the proposed construction of the Beburg Overcrossing.

I am now enclosing four prints each of Drawing Nos. 21096 and 16988, the plan and elevation drawing and the vicinity map, for the proposed structure.

It is our desire to proceed with the PUC application and the Railroad-Highway Agreement. In this construction contract, the State will finance the project with State and Federal funds without participation from the Railroad. The Railroad will be reimbursed for their necessary expenditures in connection with the project as permitted by PPM 30-3 with amendments and additions thereto.

The State will prepare plans, specifications, award a contract, and supervise construction and upon the completion of construction will maintain the overcrossing structure and highway appurtenances. It is my understanding that right-of-way negotiations providing for the construction easement are now in progress.

The Railroad in this construction project should furnish preliminary engineering, watchman and flagman services to protect its operations during the construction period, and should maintain its trackage at all times at its own cost and expense.

Will you please return one print each of the enclosed drawings indicating your approval or with comments noted so that a PUC application may be made. Please advise if there is any additional material that you need for the preparation of the Railroad-Highway Agreement.

Very truly yours,

IDM:ma
Enc.
cc: Mr. Tom Edwards
Mr. T. W. Litchfield
Mr. Joseph Hershberger

IVan D. Marchant
Bridge Engineer

RECEIVED
JUL 21 1961
FOR FILING

SH-41.6 (7)
7047

July 20, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Beaverton-Tigard Section

Dear Sir:

Reference is made to your letter of July 18 in regard to the Denny Road and Allen Avenue grade crossings. It is our intent to program the improvement of these crossings with federal-aid funds on a 90/10 basis.

In addition to Denny Road and Allen Avenue, we will have an overcrossing of your industrial spur track and will also have considerable encroachment on your industrial property. I would like to handle these all at the same time, but we are not complete with all of our studies on these other matters. I would suggest that this matter be held pending the time when our plans for the entire section are further along.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ao

cc to: Mr. W. C. Williams
Mr. Tom Edwards

4-59

0-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

323-3 (0-PD-60-18)

July 18, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to my letter of June 6 regarding changes to be made in Denny Road and Allen Avenue crossings on our Tillamook Branch in connection with proposed highway connector between Baldock Freeway and Sunset Highway near our station, Fanno:

Please confirm our understanding that the improvement of these two crossings will be with Federal aid funds on a 90/10 participation basis. Also, please advise action to be taken in connection with easements for these two crossings.

Yours truly,

A W Kilborn

NOTED
G. S. PAXSON

RECEIVED
JUL 20 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1961
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1961
FOR FILING

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

323-3

SU-4666(7)
A. W. KILBORN
SUPERINTENDENT
7041

June 6, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of April 6 relative Beaverton-Tigard Highway with particular reference to changes to be made in Denny Road and Allen Avenue crossings on our Tillamook Branch near Fanno:

We are in the process of preparing estimates, drawings, and descriptions for both Denny Road and Allen Avenue; however, question has arisen as to whom the easement should be written, i.e. State or Washington County. If State is to retain jurisdiction, feel these two easements should be in favor of State. If improvement will be performed by the State and roads remain as County roads, easements should be in favor of Washington County.

In order to make a clear drawing of easements, would appreciate being furnished a copy of cross-sections showing limit of improvement at both crossings. If easement is to be granted to Washington County, would appreciate some verification that County would execute easement when presented. We will recommend installation of flashing light signals at both of these crossings on the 90/10 basis for Federal Aid installations.

Yours truly,

A W Kilborn

RECEIVED
JUN 7 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
JUN 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1961
FOR FILING
Su-466 (7)
7047

Salem, Oregon
April 20, 1961

Allen Avenue and Denny Road
Beaverton-Tigard Section
Beaverton-Tualatin Highway

Mr. C. G. Swenson

The State is planning the construction of a new highway from Beaverton southeasterly to Tigard. At the south city limits of Beaverton the highway intersects the road known as Allen Avenue. The city limits are at the centerline of Allen Avenue so that one half of the roadway is within the city and one half outside the city. The new road also intersects a county road known as Denny Road. This is outside of the city limits of Beaverton and entirely within the jurisdiction of the County. In making the connections of these roads with the new highway, revisions of the grade lines of the county roads will be necessary, although there will be no change across the track itself.

Will you please contact the City of Beaverton and Washington County officials and advise them of our plans for making these connections and secure their approval of these plans. We are not as yet in position to negotiate a throughway agreement with the County or with the City, as some question still exists as to the interchanges at each end of the section. This will not, however, affect the plans for the crossings of Allen Avenue and Denny Road, and the approval of the County and City is desired at this time so that we may proceed with hearings before the Public Utility Commissioner authorizing the revision of the crossings.

Allen Avenue: I attach hereto three prints from a map entitled "P.U.C. Map, Allen Avenue-S.P.R.R. Crossing", dated February 1961, and of a profile of Allen Avenue and the S. P. Railroad at and adjacent to the crossing. This profile is entitled "P.U.C. Profile, Allen Avenue-S.P.R.R. Crossing", dated February 1961. The crossing will be at the same location as the existing crossing of Allen Avenue. It will be necessary that we revise the grade for approximately 500 feet easterly from the crossing and approximately 150 feet westerly

from the crossing. The reconstructed sections of Allen Avenue will be built to a standard equal to or exceeding the present standard of the road. We anticipate that there will be a traffic volume of 1200 ADT across the railroad tracks at this crossing, and we propose that it be signalized with standard flashing light signals with gongs. The reconstruction of the county road will be a part of the State Highway construction project and will be done under federal-aid rules. We will request the Public Utility Commissioner to allocate the cost in accordance with federal-aid rules, which would be 90 per cent to the State and 10 per cent to the railroad company. At the completion of the project, we will request that the railroad company maintain and operate the signals, the ties, track and ballast of their road, and the surfacing between the rails and for 2 feet outside of the rails. The maintenance of the reconstruction section of Allen Avenue would remain with whichever body now has the responsibility for maintaining the road, that is, either the County or the City.

Denny Road: The crossing of the railroad by Denny Road will be at the same location as the crossing now existing. I am attaching three prints from a map entitled "P.U.C. Map, Denny Road-S.P.R.R. Crossing", dated February 1961, and three prints from a profile entitled "Denny Road-S.P.R.R. Crossing", dated February 1961. It will be necessary that we change the grade of Denny Road from the present crossing easterly approximately 600 feet. There will be no change in the present Denny Road westerly from the crossing. There is still some question as to whether this crossing should be signalized, as we anticipate a volume of traffic across the tracks of 450 vehicles per day. If not signalized, it will be protected by reflectorized cross-bucks. We are negotiating with the railroad company now concerning signalization of the crossing. If signalized, the same maintenance and operation procedures as noted above for Allen Avenue will be requested. If not signalized, we would request that the railroad company maintain the cross-bucks and that they maintain their ties, track and ballast across the crossing and the surfacing between their rails and 2 feet on each side.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

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APR. 7 1961
FOR FILING
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7047

April 6, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Beaverton-Tigard Highway

Dear Sir:

Reference is made to your letter of April 3 concerning the changes to be made in the Denny Road and Allen Avenue crossings of your Tillamook Branch near your Fanno Station.

These two crossings are now and will remain on the county road system. In the construction of our highway project, we will, however, change the grade line on the approach to each of these crossings and will resurface these approaches as a part of the highway project.

At the Allen Avenue crossing, you now have a main line and one siding or passing track. It is our estimate that after the completion of the highway project there will be approximately 1,200 vehicles per day across the crossing. Our information is that you now operate 10 trains daily on this line. With this volume of highway traffic, we propose to install a standard flashing light railroad crossing signal and will make application to the Public Utility Commissioner for such authority. Our records show that during the period from January 1, 1955 through December 31, 1960 there were 4 reported accidents at this crossing, in which one person was injured.

At the Denny Road crossing, you have one main line track, and our estimate of traffic volume after the highway is completed is 450 vehicles using the crossing. There have been no reported accidents at the crossing during the last six years. We propose that this crossing be protected with reflectorized cross-bucks and advance warning signs.

Our construction plans are not complete, and I cannot definitely advise as to the roadway width across your tracks, but it is probable that the roadway width will be widened by the construction.

The areas you have shown for easement across your right of way are satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPiae

cc to: Mr. W. C. Williams

2-59

B-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

323-3

April 3, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of March 17 relative construction of roadway between Sunset Highway and Tigard Interchange, US99W, which is to cross Denny Road and Allen Avenue, near our station of Fanno:

Herewith prints of our drawings D-763 and D-764 covering these two crossing showing outlined yellow possible right-of-way area taken from your prints that State would need for this encroachment on Railroad's property.

Your letter states there will be no change in location of the crossings or in the elevation of roadway surface immediately across our tracks; however, profile shows considerable grade change approaching these crossings which will necessitate additional fill on our right-of-way outside of existing roadway.

Please advise width of roadway surface on our property and across the tracks. It would appear if roadway surface is to be improved on each side of track that possibly area within the rails should be improved and widened to meet your proposed changes. Also, please advise maximum width of right-of-way needed for alterations; renewing and widening actual grade crossings.

Another feature which was not covered in your letter deals with type of protection at these two crossings and if there has been any allowance for proper protection since State will subject these two crossings to additional vehicular traffic by construction of this connector route.

Yours truly,

A W Kilborn

RECEIVED
APR 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1961

RECEIVED
APR 7 1961
FOR FILING

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7077

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1961

SUBJECT: Denny Road & Allen Avenue Railroad Crossing
Beaverton-Tualatin Highway

To:
G. S. Paxson
Ass't. State Highway Engineer
O F F I C E

Pursuant to your request, we have made an investigation of the railroad crossing on Allen Avenue and Denny Road in connection with the proposed construction of the Beaverton-Tualatin Highway. The Allen Avenue crossing FD-754.6 has one main line and one other track. If the Beaverton-Tualatin Highway had been constructed, the 1960 ADT would have been 1,200 vehicles. There are ten trains daily. Its priority would have been such that had it been on the State Highway System, it would have been No. 25 in priority of the 166 unsignalized railroad grade crossings on the State Highway System. During the period from January 1, 1955 through December 31, 1960, there were four reported accidents at this crossing in which one persons was injured.

The Denny Road crossing has one main line track and if the Beaverton-Tualatin Highway had been constructed, the 1960 ADT would have been 450 vehicles. There have been no reported accidents at this crossing during the period from January 1, 1955 to December 31, 1960. If this were a State Highway crossing under the conditions described above, the priority rating would have been No. 99 of the 166 crossings.

It would be the recommendation of this office that the Denny Road crossing be protected with signs and crossbucks. However, it is believed that consideration should be given to the installation of standard flashing light signals at the Allen Avenue crossing.

F. B. Crandall
Traffic Engineer

VPJ:pk

RECEIVED
MAR 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1961
FOR FILING
SU-4(a)(7)

March 17, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The State proposes to construct a road between the Sunset Highway and the Tigard Interchange on U399W. There are two county roads which now cross your tracks and will connect with the new road near the crossing. We propose to change the grade on each of these roads in order to make the proper intersection with the highway, and in each case you will find that the grade change is a considerable improvement over the existing conditions.

These two roads are Allen Avenue and Denny Road. I am attaching hereto two prints each from vicinity maps and profiles of these crossings. The work will involve embankment and surfacing upon your right of way, and it probably will be advisable that an agreement granting us access to your right of way for this purpose be entered into between the State and the Southern Pacific Company. There is no change in the locations of the crossings or in the elevation of the road surfaces immediately across your tracks.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. Tom Edwards

CJF 000 B(2) Staleys Jct.-Tillamook- 1967
CJF-35(1) Washburn Sec. on Sunset
#7048 & Wilson R. Hwys.

STATE COPY

Monthly transaction number 9-33	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-4-69	County Tillamook
Modification number 1		Project number CUF-35(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,900	$ 15,239.00
Federal funds	$ 10,425.00	$ 11,419.16
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of September, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. K. Labon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L. R. Buckland
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-53		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
7 7048	*(PPM 21-7)* 7-24-67	Tillamook
		PROJECT NO. CJF-35(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 6, 1.08 Mi. E. of Tillamook MP 1.56

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,900	$ 10,425.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd V. Sime

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. CJF-35(1)

TILLAMOOK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 200.00

Type Code Y023
Screening (Location "B")(Mile Point 1.56)(Contract No. 7048)

Furnishing and Placing Topsoil	600 cu.yd.	$ 4.00	$ 2,400.00
Furnishing and Planting Trees	260 only	25.00	6,500.00
Furnishing and Planting Shrubs	500 only	5.25	2,625.00
Inorganic Fertilizer, 10-16-8	8 cwt.	10.00	80.00
Manure Fertilizer	30 cu.yd.	10.00	300.00
Mulch	15 unit	30.00	450.00
			$12,355.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$12,455.00
	10% Engr. & Cont.		1,245.00
	Total		$13,700.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 200.00	$ 150.00	$ 50.00
Screening	13,700.00	10,275.00	3,425.00
Total	$13,900.00	$10,425.00	$3,475.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. CJF-35(1)

TILLAMOOK SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

P.S. and E. Estimate.

Salem, Oregon, May 17, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 200.00

Type Code Y023
Screening (Location "B")(Mile Point 1.56)

Furnishing and Placing Topsoil	600 cu.yd.	$ 5.00	$ 3,000.00
Furnishing and Planting Trees	260 only	25.00	6,500.00
Furnishing and Planting Shrubs	500 only	5.00	2,500.00
Inorganic Fertilizer, 10-16-8	8 cwt.	10.00	80.00
Manure Fertilizer	30 cu.yd.	10.00	300.00
Mulch	15 unit	20.00	300.00
			$12,680.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$12,780.00
	10% Engr. & Cont.		1,278.00
	Total		$14,058.00

Length of Project - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Funds	Fed. Funds	State Funds
Preliminary Engineering	$ 200.00	$ 150.00	$ 50.00
Screening	14,058.00	10,543.00	3,515.00
Total	$14,258.00	$10,693.00	$ 3,565.00

RECEIVED
MAR 21 1969
FOR FILING
CJF-0004.8(2)
7048

March 21, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7048 awarded to Aichele Landscaping, Inc., for screen planting on the Tillamook-Washburn Section of the Wilson River Highway in Washington and Tillamook Counties was completed on December 15, 1967, and accepted by the Highway Commission on March 20, 1969.

Final payment in the amount of $706.75 will be released to the contractor after March 28, 1969. The total contract amount is $14,137.31 including $37.01 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

cc: Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 21 1969

CJF-00013(2)
7048

March 20, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed December 15, 1967, on Contract No. 7048. The contract was with Aichele Landscaping, Inc. and was for screen planting on the Tillamook-Washburn Section of the Wilson River Highway in Washington and Tillamook Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 20, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
D. J. Barbee
F. D. Morgan
L. H. Young
R. D. Asburry
L. W. Rulien

srb sr

RECEIVED
MAR 10 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
MAR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7048
Prefix 34-0702
FAP CJF-0008(2)
CJF-35(1)

Dear Sir:

The replacement planting work under Contract No. 7048, Tillamook and Washburn Section of the Wilson River Highway in Tillamook and Washington Counties, was completed December 5, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 3-3-69

Conditions noted on above date:

Recommend Acceptance

for R. E. Simpson
R. E. Simpson
Division Engineer

LPR:bk
VG:fw
TO: Forrest Cooper
F. D. Morgan

RECEIVED
APR 21
FOR FILING
CJE-C00F(2)
7048

April 23, 1968

1275

Mrs. Max Honey
Route 2, Box 427
Tillamook, Oregon 97141

Dear Mrs. Honey:

Your concern regarding the screen planting on the Tillamook River Highway east of Tillamook is appreciated. We, too, would have preferred using an evergreen tree but this was impractical under existing conditions.

The location of the junkyard, above the grade of the highway, compounds the problem. Also, we have a restricted place to plant within our right-of-way and the soil tends to be wet. Neither factor favors planting of an evergreen tree. In addition, we wanted the fastest possible tree growth which, again, precludes the choice of a slower growing evergreen tree.

Consequently, one of the fastest growing deciduous trees, spaced close together, was chosen and a large, broad-leaved evergreen shrub was planted just off the shoulder to give a year-round screen. This native shrub, Oregon myrtle, is relatively fast growing.

It is our belief that the combination of plants used will give the fastest and most satisfactory solution to this difficult screening problem.

Your interest in highway beatufication is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
Mark Astrup

MHA:de srb

Malheur

REFERRED TO
[illegible]
BY SECRETARY

April 17, 1968

Aichele Landscaping Company
c/o Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am surely in doubt as to where I should be sending this letter, but will send it along addressed this way.

Recently a landscaping project consisting of part of a mile of tree planing was done on the new (fairly new) highway just east of the City of Tillamook. Evidently this was done because of a terrible looking automobile junk yard along the side of this highway which is surely an eye-sore.

It seemed the tree planting was a good idea (although it seems the owner of the junk-yard should have had to pay for the cost, not us tax-payers) but I wonder about the choice of using deciduous trees as the back row of the tree planting project. All spring, since they were planted months ago, they have been bare and this is the way they will be for the largest part of the year, following their losing their leaves in the fall.

Wasn't this choice of trees somewhat of a poor choice when we have so many beautiful evergreens that would have completely screened out the sight of these old junk cars all year around as soon as they grew (and many of these evergreens grow fast).

I'm really not a crank - just interested in how our tax dollars are used and mostly anxious to have that old junkyard hidden as I drive by there every day going to work.

I appreciate the time involved by whoever receives this in seeing that it gets to the proper department that made the choice of trees and if they can send me an answer to my questions, I'll be even more grateful.

Sincerely,

Jean Honey

(Mrs.) Max Honey
Rt. 2, Box 427
Tillamook, Oregon

RECEIVED
APR 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1968
OREGON
STATE HIGHWAY COMMISSION

(LTF-LCOB(2)-7613)

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tillamook - Washburn		WEEK ENDING: February 17, 1968
		SECTION PREFIX: 34-0702
HIGHWAY: Wilson River		COUNTY: Tillamook & Washington
NAME OF JOB: Tillamook - Washburn	KIND OF WORK: Screen Planting	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7048	FEDERAL AID PROJECT NUMBER: CJF-000(2) CJF-35(1)
DATE OF CONTRACT: June 28, 1967	DATE WORK STARTED: October 24, 1967	~~XXXXX~~ COMPLETION DATE: December 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 16,070.62	SPECIFIED COMPLETION DATE: December 15, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 14,927.82	ENGINEERING AUTHORIZATION $ 1,142.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,152.05	ENGINEERING COST TO DATE $ 1,913.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 167 %	DATE PROJECT WAS COMPLETED: December 15, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Landscaping				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.60				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.60				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				
TOTAL QUANTITIES CORRECTED TO DATE	"				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project completeed				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair	no		
MONDAY	"	"		
TUESDAY	"	"		
WEDNESDAY	"	"		
THURSDAY	"	"		
FRIDAY	"	"		
SATURDAY		"		

Routing
Morgan
Docker
Bond
Barbre
Walker
Crane
Shaw
Parker
Mercer
Yeon
Scott
White
Litchfield
Case

RECEIVED
FEB 19 1968
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	Semi- Final estimate was prepared and mailed today.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted without the 3 price agreements which are pending. The price agreements have been prepared and sent to the contractor for his signature on February 5, 1968. The amounts of the price agreements are shown on the estimate.

FINAL REPORT until next fall(establishment period)

SIGNED C. H. Baker LOCATION Tillamook

C. H. Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Holix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. [illegible]
Division [illegible]
Bureau of Public Roads
477 Cus[illegible] House, U.S.
Salem, Oregon 97301

Subject: Special Specifications

Dear Mr. Parsons:

Our existing specifications for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 28 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO:N

FORM E-30X 50M 3-62 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF: Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7058	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-52		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
7 1048	*(PPM 21-7)* 7-24-67	Washington
		PROJECT NO. CJF-000B(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 26 at MP 45.58 and SR 6 at MP 42.74
Washburn Section, Wilson River Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-31-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,668	$ 2,001.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Slusser

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. CJF-0003(2)

WASHBURN SECTION OF THE

WILSON RIVER HIGHWAY IN WASHINGTON COUNTY

Project agreement estimate.

Salem, Oregon, July 13, 1967

Type Code PE

Preliminary Engineering	All Required		$ 600.00

Type Code X023
Screening (Location "C")(Wilson River Highway MP 42.7)(Contract No. 7048)

Furnishing and Placing Topsoil	50 cu.yd.	$ 4.00	$ 200.00
Furnishing and Planting Trees	40 only	25.00	1,000.00
Furnishing and Planting Shrubs	80 only	5.25	420.00
Inorganic Fertilizer, 10-16-8	1 cwt.	10.00	10.00
Manure Fertilizer	3 cu.yd.	10.00	30.00
Mulch	4 unit	30.00	120.00
			$1,780.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
		Subtotal	$1,880.00
		10% Engr. & Cont.	188.00
		Total	$2,068.00

Length of Project - - - - - 0.00 Mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 600.00	$ 450.00	$150.00
Screening	2,068.00	1,551.00	517.00
Total	$2,668.00	$2,001.00	$667.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. CJF-000B(2)

WASHBURN SECTION OF THE

WILSON RIVER HIGHWAYS IN WASHINGTON COUNTY

PS & E Estimate.

Salem, Oregon, June 19, 1967

Type Code P.E.

Preliminary Engineering	All Required	$ 600.00

Type Code Y023
Screening (Location "C")(Wilson River Highway M.P. 42.7)

Furnishing and Placing Topsoil	50 cu.yd.	$ 5.00	$ 250.00
Furnishing and Planting Trees	40 only	25.00	1,000.00
Furnishing and Planting Shrubs	80 only	5.00	400.00
Inorganic Fertilizer, 10-16-8	1 cwt.	10.00	10.00
Manure Fertilizer	3 cu.yd.	10.00	30.00
Mulch	4 unit	20.00	80.00
			$1,770.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$1,870.00
	10% Engr. & Cont.		187.00
	Total		$2,057.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 600.00	$ 450.00	$150.00
Screening	2,057.00	1,542.00	515.00
Total	$2,657.00	$1,992.00	$665.00

RECEIVED
JUL 18 1967

FOR

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 13, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project CJF-35(1) and CJF-000B(2)
Tillamook and Washburn Sections
Screen Planting

As requested in Mr. Young's letter of July 7, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of June 26, 1967 in the award of Contract No. 7048 to Aichele Landscaping, Inc., of Gresham, low bidder in the amount of $14,135.00 at the June 22, 1967 bid opening.

REFERRED TO 7-14-67
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967
FOR FILING

CJF 000 A(2)

Fred W. Hill, Member
Helix

7045

July 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 26, 1967 is requested in the award of Contract for the Tillamook and Washburn Section, Project Nos. CJF-000B(2) and CJF-35(1).

The contractor receiving the award is Aichele Landscaping Inc. of Gresham in the amount of $14,135.00 with the Contract No. 7048 assigned. This bid was received on June 22, 1967 and awarded June 28, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

RECEIVED
JUN 7 - 1967

Form CO-[illegible] (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 31, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Projects CJF-35(1) & CJF-000B(2)
Tillamook, Staley's Jct. & Washburn Sections
Screen Planting

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's May 9, 1967 request for approval of an individual project program change (PR-9) adding screen planting. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's May 12 and May 17, 1967 reports.

You are authorized to proceed with the contractor's flagging included in the estimate for $200.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's May 26, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Irene Wilson
BY ASST. STATE HWY. ENGR.
6-6-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 12 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

Form 99-12) (11-63) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 9, 1967

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Beautification (Junkyard) Program

Mr. Young's April 24, 1967 letter requested the inclusion of one item in the subject program. This Stage 2 Preliminary Engineering (Future Junkyard Screen) project is approved effective today.

Item	Project	Location	Work
20	CJF-35(1)	Tillamook Section	PE (Future Screen)

You are authorized to proceed with all phases of preliminary engineering effective today. It is understood that the construction phase will be added later to this project.

Reimbursement by Federal-aid funds shall be limited to only those costs incurred to comply with Section 136 of Title 23 USC as amended by Section 201 of the Highway Beautification Act of 1965 and shall not be made until the work is complete.

This action provides for preliminary engineering for future junkyard screening at a total estimated cost of $200.00 of which $150.00 is reserved as Highway Beautification (Junkyard) funds.

5-12-67

REFERRED TO
Young - Robertson
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
MAY 11 1967

7048

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing

Morgan
Decker
Bond
Barbara
Walker
Olsen
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

May 9, 1967

RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 3, 1967 which requested our comments on the following six projects:

1. Curtin-Rice Hill and Camas Valley Sections, Pacific and Coos Bay-Roseburg Highways, Douglas County
2. Staleys Junction and Tillamook-Washburn Sections, Wilson River and Sunset Highways, Tillamook and Washington Counties
3. Cape Lookout-Sand Lake Section, Netarts-Sand Lake Road, Tillamook County
4. West Salem Section, Willamina-Salem Highway, Polk County
5. Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County
6. Multnomah County Line-East Cascade Locks Section, Columbia River Highway, Hood River County

Apparently none of the above projects will have any effect on wildlife resources, so the plans are approved.

We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (8)
L. R. Chandler (2)

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 28 1967
FOR FILING

Fred W. Hill, Member
Main 7048

April 27, 1967

Oregon State Highway Commission

Gentlemen:

Approval was secured on April 26 from Chairman Jackson to add a project at M.P. 1.56 on the Wilson River Highway in Tillamook County to the existing junkyard screening program.

The estimated cost of this project is $20,000; 75 percent of which will be chargeable to the federal beautification appropriation for junkyard screening.

This matter will be on the agenda for confirmation at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
M. H. Astrup

FBK:srb jw

RECEIVED
MAY 2 - 1967
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 26, 1967

08-35.EC/710.18

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by
T. Dec
Eng. Coordinator
T. Dec
Engineering Coordinator

Oregon Highway Beautification (Junkyards) Program

Mr. Young's April 17, 1967 letter submitted six items for inclusion in the subject program. These Stage 2 Preliminary Engineering projects provide for preparation of P.S. & E. submissions for future landscape screening for the control of junkyards:

Monthly Transaction No.	Item	Project	Location	Work
5-7	14	CJF-0208(2)	Staley's Jct. & Washburn Sec. Sunset & Wilson River Hwys.	P.E.
	15	CJF-14(1)	Camas Valley Section	P.E.
5-8	16	CJI-5-3(2)	Curtin Section	P.E.
5-9	17	CJI-5-3(3)	South Yoncalla Int.	P.E.
5-10	18	CJF-3(5)	Talent Section	P.E.
5-11	19	CJI-BOH-8(1)	Ontario Section	P.E.
5-12				

These projects are approved and you are authorized to proceed with all phases of preliminary engineering effective today. It is understood that the construction phase will be added later to these projects.

For Item 17, CJI-5-3(3) South Yoncalla Interchange, we believe a study should be made for possible removal by purchase of the offending junkyard. To aid in your study we would like to offer the following suggestions and comments: (See PPM 80-9 - 3/31/67)

1. A preliminary rough estimate should be prepared to compare the screening and acquisition costs. This estimate would be used to determine the most practical and acceptable method of handling the junkyard.

2. Should this estimate indicate removal, is the best approach. Programming would follow PPM 80-9. Particular note should be made of Paragraph 6a(9) which limits Federal participation to the cost of acquiring only the minimum real property interest necessary plus the cost of removal of personal property including junk. Also prior approval in the site location and estimated cost thereof.

3. Prior to our authorization to proceed a map should be submitted in accordance with paragraph 8c(2).

(more)

4. Appraisals shall be prepared in accordance with Appendix B (Paragraph 6a(3))

5. You should be guided by Appendix C in the preparation of cost estimates for junk removal.

6. Please note the Federal fund limitation for future junkyards in Paragraph 6b.

May we suggest that as your plans develop that you contact our area engineers for their comments after their field reviews.

This action provides for preliminary engineering for six items under the subject program at a total estimated cost of $3,700 of which $2,775 is reserved as Highway Beautification (Junkyard) funds.

CC: Region - w/attach
Wash. D.C. - w/attach - Prog. Anal.
Wash. D.C. - w/attach - Proj. Coord.
V. Boyd - OBUD
R.N. Chase-OBUD
D.E. Hoekstra-OBUD
F.C. Scott-OBUD
H. Astrup-OBUD

NOTED
R. N. CHASE

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APR 27 1967

[redacted]

Fred W. Hill, Member
Metric

204

April 24, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Adm.
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Junkyard Control Project (P.E.), Item 20, Project: CJF-35(1), which we desire to have included in the Junkyard Control Program as provided by the "Highway Beautification Act of 1965".

It is our intention to add the physical construction, by program change, as soon as complete PS & E documents are available for submission. This work is scheduled for the June 15, 1967 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)				
	1	St.Rt. 6, 1.08 mi. E. of Tillamook (M.P. 1.56			2,100	3,800	86				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)		
	Preliminary Engineering										
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Junkyard Control							Tillamo			
	NAME OF URBAN AREA 17-31							ROUTE NO. P	FEDERAL-AID 35		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)(76)
1	(1418)	(16)	41	42			St. Rt. 6, 1.08 mi. E. of Tillamook (M.P. 1.56			
5					PE			0.00	200	150
5					ROW		(Tillamook Section)			
5					CONST (CODE)			0.00	(20,000)	
								0.00	200	150

(16) (23) (24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
M.P. 1.56 (65)	ADT	2,100	3,800 (66)(70)	86 (71)(72)	08	Oregon	35 (2)(3)	657 (4)(9)	20 (14)(18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (5)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	(72)(73)	(74)(78)	CJF- 14 23	35(1) 7 13		(24)(26)	27

COUNTY NAME: Tillamook — CODE: 057 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	35 (32)	37 (36)(37)	(41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E. 1.56	(54)(58)	(59)(66)	(67)(76)			P.E. Including PS & E Preparation. (Future Landscape Screening of Junkyard at M.P. 1.56)
	0.00	200	150	50		
	0.00	(20,000)				
T	0.00	200	150	50		
		(16) (23)	(24) (33)			

REMARKS: For PR-37B: on R/W-1; ROW- F; Zone - N*

*Based on criteria at time of inventory.

USCOMM DUSCOMM-DC 48908-P61

Remarks Cont.:

This project consists of all phases of P.E. for future landscape screening of a junkyard on the southerly side of the highway at M.P. 1.56. The screening work consists of planting trees, fertilizing and mulching (approx. 225').

The junkyard was in existance prior to October 22, 1965 and is listed on Page 24 of the April 1965 Inventory.

RECEIVED
APR 25 1967

FORM E-30X—50M—2-66 SP*23500-734

7048

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1967

SUBJECT: Junkyard Screening

To: Mr. L. H. Young
Office Engineer
BUILDING

It is requested that the following junkyard screening project be added to the list of projects previously submitted for June 15 letting.

Division 2A

Tillamook Section, Wilson River Highway, M.P. 1.56. Inventory Page 42, Tillamook County, south side of highway, Frontage approximately 225 ft. Located approximately one mile east of Tillamook city limits. Requires approximately 2,427 lin. ft. of screen due to yard located on side of hill above highway. Proposed screening to be tree planting, fertilizer and mulching. Approximate estimated cost - $20,000.

F. D. Morgan
Construction Engineer

By

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
F. D. Klaboe

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APR 21 1967

SU-433(4) Cedar Hills Blvd. at Jenkins Rd. (Beaverton) 1967

#7049

Cat 2354

Monthly transaction number: 5-80	FORM R-2A (REV. 0-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-13-68	County: Washington
Modification number: 1		Project number: SU-433(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,478	$ 12,749.69
Federal funds	$ 6,000.00	$ 8,084.67

Other revisions

Refer Paragraph 10 of Project Agreement:

Parking regulations & traffic control provisions contained in State-Washington County-City of Beaverton Agreement approved by Highway Commission on January 31, 1967.

This modification is made for the following reasons:

Final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of May, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klatt

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-36		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5 7049	*(PPM 21-7)* 7-24-67	Washington
		PROJECT NO. SU-433(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cedar Hills Blvd. and Jenkins Road Interchange on County FAS Route 838

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.5%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,478	$ 6,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd E. Stewart

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. SU-433(4) Safety

CEDAR HILLS BLVD. AND JENKINS ROAD INTERSECTION ON

COUNTY FAS ROUTE 838 IN WASHINGTON COUNTY

Project Agreement Estimate.

Salem, Oregon, July 14, 1967

Type Code Y031
Traffic Signals (Sta. 50+78.60)(Contract No. 7049)

Roadwork Construction	All Required	$ 804.00
Traffic Signal Installation	All Required	7,763.00
		$8,567.00
Adjust Sprinkler Heads	All Required	50.00
	Subtotal	$8,617.00
	10% Engr. & Cont.	861.00
	Total	$9,478.00

Length of Project - - - 0.00 Mile

Federal Funds -	$6,000.00
State Funds -	1,739.00
County Funds- -	1,739.00
Total	$9,478.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 5 - 1968

FOR FILES

SU-433(4)
1149

February 2, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $150 will be made to Ace Electric Company on Contract No. 7049 for installation of traffic signals on Cedar Hills Boulevard at Jenkins Road in Beaverton on FAS 838 in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $6,884.70 including the post-final payment. Of the total $153.70 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

C. H. Maison
Attn: ~~[illegible]~~ John Herr

RECEIVED
JAN 26 1968
FOR FILE

SCL-433(4)
7049

January 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 6, 1967, on Contract No. 7049. The contract was with Ace Electric Company and was for a traffic signal installation at the Cedar Hills Boulevard-Jenkins Road Intersection in the city of Beaverton on FAS 838 in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. B. Crandall
L. H. Young
L. W. Rulien

srb jes

RECEIVED
JAN 29 1968
FOR FILING
SU-433(4)
7049

January 26, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 7049 awarded to Ace Electric Company for traffic signals on Cedar Hills Boulevard at Jenkins Road in Beaverton on FAS 838 in Washington County was completed on November 6, 1967, and accepted by the Highway Commission on January 26, 1968.

Final payment in the amount of $950.50 will be released to the contractor after February 2, 1968. The total contract amount is $8,734.70 including $153.70 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 19 1968
FOR FILING
SU-433(4)
7049

January 24, 1968

#4

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 7049 for traffic signals on Cedar Hills Boulevard at Jenkins Road in Beaverton.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an increase of five days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. W. Rulien
Warren Mueller
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
JAN 9 - 1968
FOR FILING

SU-433(4)

7049

January 8, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
January 23, 1968 meeting

Gentlemen:

Ace Electric Company, contractor for the installation of traffic signals on Cedar Hills Boulevard at Jenkins Road on FAS 838 in Beaverton, Washington County, Contract No. 7049, requests five additional days in which to complete the contract work without assessment of liquidated damages. The contractor states a hold order issued by the State on the manufacture of certain materials prevented him from completing the work within the time allotted.

The contractor's contention is correct. His operations were delayed a total of 15 days while we were revising the plans to accommodate possible future additions to the signal system. The request for these changes originated with the County.

The reason listed above justifies an increase of five days. I recommend the number of calendar days be increased by five which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7049 Contractor Ace Electric Company

Highway FAS 826

Section Cedar Hills Blvd. @ Jenkins Rd. (Beaverton)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Grant without assessment of liquidated damages due to plan changes made by State. Plan changes to accommodate possible future expansion of signal system.

BRIDGE DIVISION
AM DEC 7 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Allan H. Howard
per
Division Engineer

Irwin V. Murchant
Construction Engineer or
Bridge Engineer

C. M. Edwards
Asst.
State Highway Engineer

Contract No.	7049
Project designation	S.B.-433(4) State-Federal
Date awarded	July 3, 1967
Work started	August 29, 1967
Per cent completed	100% November 6, 1967 Date
No. of Calendar Allowed	110 11/2/67
No. of Workdays Used	115 11/6/67
No. of Added Workdays Requested	5

SP-0200-736

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7049 Contractor Ace Electric Company

Highway FAS 638

Section Cedar Hills Blvd. @ Jenkins Rd. (Beaverton)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Grant without assessment of liquidated damages due to plan changes made by State. Plan changes to accommodate possible future expansion of signal system.

NOV 7 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

Allan H. Bynum
per
Division Engineer

Ivan V. Marchant
Construction Engineer or
Bridge Engineer

C. M. Edwards
Asst.
State Highway Engineer

Contract No.	7049
Project designation	S.B.-133(4) State-Federal
Date awarded	July 3, 1967
Work started	August 29, 1967
Per cent completed	100% November 6, 1967 Date
No. of Calendar Allowed	110 11/2/67
No. of Workdays Used	115 11/6/67
No. of Added Workdays Requested	5

SP**6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 20, 67, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 110 days to 115 days, within which to complete our Contract No. 7549, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to changes as outlined in letter from Warren E. Mueller, Resident Bridge Engineer, dated October 16, 1967 (copy attached), and our reply of October 18, 1967 (copy attached).

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor, President

CONSENT OF SURETY

Date November 21, 19 67

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Louise Jean Ping
Louise Jean Ping Attorney-in-fact

J. B. L. & K. CORPORATION (SEAL)

Resident Agent

ACE ELECTRIC COMPANY
ELECTRICAL CONTRACTORS
5104 N. E. OREGON STREET • P. O. BOX 4981 • PORTLAND, OREGON 97213 • 284-2121

October 18, 1967

Mr. Warren E. Mueller
Resident Bridge Engineer
Oregon State Highway Department
6378 S. W. Carmen Drive
Upper Boones Ferry Road
Lake Oswego, Oregon

Ref: Traffic Signal Installation
Cedar Hills Blvd. at Jenkins Road, Beaverton
Contract No. 7049
Our Job No. 6111

Dear Mr. Mueller:

Receipt is acknowledged of your letter of October 16, 1967. At this time, we are unable to determine the amount of days the pole delivery has been delayed due to the circumstances stated in your letter. A verbal "hold" was given to the factory, which lasted for nearly two (2) weeks. At the time we told them to proceed, they had rescheduled our deliveries.

When we can accurately determine the amount of additional time necessary to complete this contract, you will be advised.

Thank you again for your letter.

Very truly yours,

ACE ELECTRIC COMPANY

H. Lew Newman

HLN:ka

Distr: CDC
dst
cu

C O P Y

AM DEC 1 19?7 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 16, 1967
Lake Oswego, Oregon

Ace Electric Company
5401 N.E. Oregon Street
P.O. Box 4981
Portland, Oregon
97213

Re: Cedar Hills Blvd.-Jenkins Rd.
Traffic Signal Installation
Contract No. 7049

Att: Lew Newman:

Dear Sir:

This is to confirm our various verbal instructions regarding the pole and base on the N.W. corner of the subject project.

On Tuesday, September 12, 1967, I was informed of the possibility of the addition of a signal to give patrons of a proposed restaurant the ability to enter Cedar Hills Blvd. at the same time the green light is given to Jenkins Road.

On September 26, 1967, we decided to make the N.W. corner pole base deeper and use ahe bolts and reinforcement for the S.W. corner in order to get all work done on this corner, since traffic was conjested due to the sidewalk and curb being torn up. You ordered new bolts for the S.W. corner which arrived on October 12th which completed allof your underground work and sidewalk revision.

If delivery of the poles delays the project completion beyond the specified completion date, this letter may be used as a reference in the request for additional time in which to complete the contract.

Warren E. Mueller
Resident Bridge Engineer
Lake Oswego, Oregon

cc: Division Engineer
File

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 7 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

SU-133(4)
1049

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cedar Hills Blvd. at Jenkins Rd. (Beaverton)		WEEK ENDING: October 27, 1967
		SECTION PREFIX: SU-1049-000
HIGHWAY: FAS 838		COUNTY: Washington
NAME OF JOB: Cedar Hills Blvd. at Jenkins Rd.	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Ace Electric Company	CONTRACT NUMBER: 7049	FEDERAL AID PROJECT NUMBER: FAS 838
DATE OF CONTRACT: July 3, 1967	DATE WORK STARTED: August 22, 1967	ESTIMATED COMPLETION DATE: November 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 110	CALENDAR DAYS USED: 126
PROJECT AUTHORIZATION: $ 12,731.62	SPECIFIED COMPLETION DATE: November 1, 1967	PERCENT OF TIME ELAPSED: 96.15
EXCLUSIVE OF ENGINEERING: $ 11,826.26	ENGINEERING AUTHORIZATION: $ 905.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 75%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 11,826.26	ENGINEERING COST TO DATE: $ 350.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 75%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 39 %	DATE PROJECT WAS COMPLETED: 11-6-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-boom truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Rain & Wind	1		
MONDAY 23	Cloudy	1		Roofing
TUESDAY 24	Cldy & Showers	1		
WEDNESDAY 25	Cldy & Showers	1		
THURSDAY 26	Cloudy	1		
FRIDAY 27	Rain	1		
SATURDAY 28	Rain & Wind	1		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	No Activity
MONDAY 23	Preparing to erect poles.
TUESDAY 24	Erected all poles for signal heads and walk and wait signs.
WEDNESDAY 25	Aligning and wiring poles. Preparing to mount controller and signal heads.
THURSDAY 26	Hanging signal heads.
FRIDAY 27	Mounting signal heads and controller cabinet.
SATURDAY 28	No Activity.

REMARKS

Work done to date: All poles erected and controller cabinet and signal heads being installed.

Next week: Complete installation of controller cabinet and wire same.

Bridges: (2)
Division: (1)
Traffic: (1)
File: (1)

SIGNED Walter E. Mueller — LOCATION Lake Oswego
Asso. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 18 1967
FOR FILING

20-4-2(1)
1049

July 14, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3354

Board of County Commissioners
Washington County Court
Hillsboro, Oregon 97123

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering traffic signal installation on Cedar Hills Boulevard (FAS 838) at Jenkins Road (FAS 676) in Washington County.

A fully executed copy of this agreement has been sent to the City of Beaverton, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JUL 3 - 1967
FOR FILING

(U-433(4))

7049

July 3, 1967

Ace Electric Co.
5104 N. E. Oregon St.
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on June 28, 1967, accepted your proposal for traffic signals on Cedar Hills Blvd. at Jenkins Road in the City of Beaverton on FAS 838 in Washington County, for the sum of $8,567 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Washington County is received and the sum of $2,000 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7049. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 15, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
Warren Mueller

young 5-24-67

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5/18/67

BY (Signature): Mr. Young's May 8, 1967 letter

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 972 THRU 977

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
972	S-522(3)—7032	9.15	160,500	96,300
973	SU-528(2)—7036	0.88	245,000	147,000
974	S-457(2)—7043	1.41	135,600	81,360
975	S-561(1)—7043	0.15	14,400	8,640
976	S-432(5)—7044	2.50	400,000	240,000
977	SU-433(4)—7049	0.000	14,000	8,400
	Totals	14.09	$969,500	$581,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Drake Creek-Warner Hwy Sec.	Surface
Sunnyview-Silverton Rd. Sec. 1/	Gr., pave
Kent Loop Sec.	Gr., Surface
Kent Loop Sec.	Gr., Surface
Cape Lookout-Sand Lake Sec.	Grade
Cedar Hills Blvd. 1/ 2/	Traffic Signals

1/ These projects have satisfied the requirements of IM 50-2-65.

2/ This project is classified as a Safety Improvement Project, and approval for inclusion in the inventory is granted.

REMARKS (Division)

The exception on Item 976, S-432(5) concerning construction standards is satisfactory.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5/18/67	T. Dec, Engineering Coordinator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15386-P66

RECEIVED MAY 23 1967

FOR FILING 5-11-67 7049

NOTED E. B. LEDGE

RECEIVED

[redacted]

[redacted]

[redacted]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co. Rd. 0.6 mi. N. of Tualatin Valley Hwy. 21 65	**ADT**	14,700	18,000 (66) (70)	87 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH.
	Traffic Signals 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Secondary		
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53	Co. Rd. 0.6 mi. N. of Jct. Tualatin Valley Hwy. (Beaverton) (Cedar Hills Blvd. & Jenkins Road Intersection)	(54) (58)	(59) (66)	(67) (76)
5					**PE**					
5					**ROW**					
5		N (19)			**CONST** (CODE) (Safety)			0.0	14,000	8,400
								0.0	14,000	8,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y Hwy. (65)	ADT	14,700	18,000 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	977 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	SU- (14 23)	433 (4) (7 13)		(24) (26)	27

COUNTY NAME: Washington — CODE: 067 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 838 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Installation of Traffic Signals, revise N.W. quadrant curb radius (pave, curb and sidewalk).
					ROW - 60' min.; Access Control - None; Parking Restrictions - None.
0.0	14,000	8,400	2,800	2,800 (County)	
0.0	14,000	8,400	2,800	2,800 (County)	
(16)	(23) (24)	(33)			

REMARKS: Relocation Assistance - None involved.

This project qualifies as a "Safety Improvement Project".

USCOMM DUSCOMM-DC 48905-P61

CEDAR HILLS BOULEVARD-JENKINS RD. INT. SECTION

SU-433(4)

EXISTING FACILITIES: The existing concrete curb and sidewalk in the NW quadrant of the junction has a 15' radius, street is paved 48' wide with A.C., existing traffic control signals consist of stop and directional signs.

ADJACENT SECTIONS:
NORTH END & SOUTH END: 48' A.C. curb section

PROJECT DATA: Install traffic control signals, and increase the radius of curvation of the curb in the NW quadrant of interchange to 25'. Replace existing curb and sidewalk.

RIGHT-OF-WAY: 60'
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: None

SYSTEM ACTION: None
PUBLIC HEARING: Being presented, will be notified upon completion.

UNUSUAL OR COMPLICATED SITUATIONS: Irrigation sprinklers to be included in project.

ROUTE DATA: S-433(3)

2-1121	Alsea Mt. Slide Correction Proj., Alsea Hwy. (Grad., pav.)	1967
#7050		

RECEIVED
JAN 24 1968
FOR FILING

2-1121
7050

January 24, 1968

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

A second post-final payment for $790.65 will be made to Buswell Bros. on Contract No. 7050 for grading and paving on the Alsea Mountain Slide Correction Section of the Alsea Highway in Benton County, as soon as the warrant is prepared.

The total amount paid on this contract will be $124,146.19, including the second post-final payment. Of the total, $509.93 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Buswell Bros.
P. O. Box 628
Roseburg, Oregon 97470

Mansfield and Company
1975 S. W. 5th Avenue
Portland, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
DEC 21 1967
FOR FILING

2-1121
7050

December 21, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $600 will be made to Buswell Bros. on Contract No. 7050 for grading and paving the Alsea Mountain Slide Correction Section of the Alsea Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $123,355.54 including the post-final payment. Of the total $509.93 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Buswell Bros.
P. O. Box 628
Roseburg, Oregon 97470

Mansfield and Company
1975 S. W. 5th Avenue
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 15 1967
FOR FILING

2-1121
7050

December 14, 1967

Buswell Bros.
P. O. Box 628
Roseburg, Oregon 97470

Attention: Mr. John W. Francoeur
General Manager

Gentlemen:

In your letter of December 12 you inquired as to an extension of time on Contract No. 7050.

By the time this letter reaches you, you will most likely have received our letter of December 13 advising you of the Commission action on your request for an extension of time.

Attached to your letter were two letters from Corvallis Sand & Gravel Company concerning a requested price adjustment in the amount of $790.65. These two letters are being forwarded to the office of the Construction Engineer for consideration.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: Corvallis Sand & Gravel Company
P. O. Box 691
Corvallis, Oregon

This contract was accepted December 1, 1967. If you wish to file it as a claim under the bond, the filing must be made within six months after December 1, 1967.

Phone 673-3517

BUSWELL BROS.
P. O. Box 628
ROSEBURG, OREGON 97470

December 12, 1967

Oregon State Highway Department
Salem, Oregon

Attention: Floyd Query
Secretary

Gentlemen:

On October 10, 1967 we wrote you a letter asking for an extension of time on the Alsea Mountain Highway Oregon State Highway job #7050.

On October 17, 1967 we forwarded six (6) copies of the Oregon State Highway Commission form E-320-3M-9-54, Contractor's request for extension of time to complete constructural contract.

Mansfield and Co., our insurance company, prepared the forms and they were o.k.d by the bonding company and forwarded to you. However, as of this date we have had no response to our letter requesting an extension of time, but we do note on the final estimate that you have charged us $600.00 for six (6) days of penalty time.

Would you kindly take the necessary action to clear up this matter?

We are also enclosing herewith a copy of a letter from Corvallis Sand and Gravel Company requesting a price adjustment on this job as sub-contractors, and the reasons and schedules for their asking this additional remuneration of $790.65. Will you kindly take up this matter at your earliest convenience and give us some response to both of these requests.

Sincerely yours

BUSWELL BROS.

John W. Francoeur

John W. Francoeur
General Manager

JWF/dg

Letter sent re extension of time on 7050 - 76

RECEIVED
DEC 14 1967
OREGON
STATE HIGHWAY COMMISSION

JOHN H. GALLAGHER, JR., President
DONALD A. GALLAGHER, Sec. Treas.

CORVALLIS SAND & GRAVEL CO.

POST OFFICE BOX 691 . . . CORVALLIS, OREGON

ESTABLISHED 1911

AREA CODE 503
TELEPHONE 753-7355

December 8, 1967
In Our 56th Year

Buswell Brothers
P. O. Box 628
Winston, Oregon 97496

Re: Oregon State Highway Department #7050
Alsea Mountain Slide Repair

Gentlemen:

Due to the utilization of only 37% of the total bid quantities in this job, we wish to request a price adjustment. The purpose of this price increase is for the recovery of our unabsorbed fixed costs. Our fixed costs are as follows:

1.	Expense to cover cost of early preparation of component material, equipment availability, and allocation of time in preparation to do work	$ 575.00
2.	Moving men and equipment in and out of job	680.00
	Total of Fixed Costs	$1,255.00
	37% absorbed in actual units used in project	464.35
	Balance of unabsorbed Fixed Costs	$ 790.65

Very truly yours,

CORVALLIS SAND & GRAVEL COMPANY

Donald A. Gallagher

Donald A. Gallagher
Manager

DAG/km

Attachment

RECEIVED
DEC 14 1967
OREGON
STATE HIGHWAY COMMISSION

CORVALLIS SAND & GRAVEL COMPANY

Supporting Schedule #1 of Total Fixed Costs:

Item #1

Cost of early preparation of component material	$200.00
Cost of equipment availability	175.00
Cost in allocated time in preparation to do work	200.00
Total	$575.00

Item #2 - Moving Equipment to and from job

#933 Loader to job	$ 42.00
Huber Grader to job	44.00
Cat. #12 Grader to job	61.00
Barber Greene Paver and Tandem Roller to job	112.00
Cat. #12 Grader return from job	61.00
#933 Loader return from job	42.00
Huber Grader return from job	44.00
Barber Greene Paver and Tandem Roller return from job	112.00
Crew to and from job	162.00
Total	$680.00

RECEIVED
DEC 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1968

FOR FILE
2-1121
7050

December 13, 1967

#5

Buswell Bros.
P. O. Box 628
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 7050 on the Alsea Mountain Slide Correction Project on the Alsea Highway in Benton County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by six.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc R. D. Asburry
L. L. MacIntyre
L. H. Young
F. D. Morgan
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7050 Contractor BUSWELL BROS.

Highway ALSEA HIGHWAY

Section ALSEA MOUNTAIN SLIDE CORRECTION

Kind of Work BORROW AND PAVING

It is recommended that such extension be granted as requested under the following terms and conditions:

An increase of 6 calendar days is justified for the overruns which occurred in embankment foundation excavation and special borrow excavation.

Recommended for Approval:

GERALD WIMER
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	XXXXX 7050 XXXXXX
Project designation	State (State—Federal)
Date awarded	July 11, 1967
Work started	July 25, 1967
Per cent completed	100% as of 10/18/67 (Date)
Specified calendar days	80
Calendar days used	86
Recommend increase in calendar days	- 6

Form E-320--3M 9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 10, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from 10/16/67, 19 67, to 10/16, 19 67, within which to complete our Contract No. 7050, described as follows:

Alsea Mountain Slide correction - Alsea Highway

The above request is based upon the following reasons:

#1 We have lose numerous days due to humidity.
#2 We have lost approximately two weeks due to fire closure
#3 Your department has made various and numerous changes in the specifications and plans, and increased the quotations of the borrow.

Respectfully submitted,

BUSWELL BROS.
Contractor

By John H. Buswell
General Manager

CONSENT OF SURETY

Date OCTOBER 16, 19 67

We, RELIANCE INSURANCE COMPANY,

, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

RELIANCE INSURANCE COMPANY
By: Hilary L. Kennedy
Hilary L. Kennedy, Attorney-in-fact

MANSFIELD & CO.
BY: Hilary L. Kennedy
Hilary L. Kennedy, Resident Agent

(SEAL)

State Printing 78755

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1967

RECEIVED
NOV 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Extension of Time
Alsea Mountain Slide Correction
Alsea Highway
Contract 7050

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Buswell Brothers, contractor on the subject contract, the attached request for an increase of 30 calendar days. The contractor's request is based on days lost due to humidity, approximately 2 weeks lost due to fire closure and changes in the specifications and plans and increased quantities of borrow.

The contractor's claim that he lost numerous days due to humidity is not entirely correct. The resident engineer's records indicate that the contractor was forced to stop work on one-half of two consecutive days (August 18, and 19) by low humidity. However, the contract provisions do not allow time extensions for weather conditions and no extension for this reason is justified.

The contractor's contention that he lost two weeks due to fire closure is not borne out by the records which indicate that the contractor actually was prevented from working due to high fire danger from September 1, through September 6, or 6 days. The contract provisions do list "fire" as a reason to exempt days by definition, but not ordered closures in the absence of an actual forest fire. We believe there is some justification for consideration of additional time this year under another provision as a cause "beyond the control of the contractor."

The contractor cites changes in plans and specifications. There were only 2 price agreements on this project. One involved a substitution of perforated pipe which was for the contractor's convenience. The other amounted to only $838 and involved strutting a large culvert. We do not believe either of these price agreements justifies an extension.

Two bid items were materially increased. Embankment foundation excavation was increased 12.4% (3,792 cubic yards) and special rock borrow excavation was increased by 17 7% (9,712 tons). Based on the actual average production rates, these overruns justify an increase of 3 work days and 5 work days, respectively, as they did not run concurrently. This converts to 11 calendar days.

The final contract cost, including price agreements, overran the original contract amount by over $122,00 or 7%. This 7% overrun would justify an increase of 6 calendar days on a time/money basis. Regardless of the method used, an increase of at least 6 calendar days is justified.

The contract was completed October 18, at which time 6 calendar days in excess of those allowed had been charged. Liquidated damages amounting to $600 have been withheld. Based on the reasons listed above, we recommend that the calendar days be increased by 6. This will eliminate all liquidated damages.

This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
DEC 1 - 1967
FOR FILING

2-1121
7050

December 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 18, 1967, on Contract No. 7050. The contract was with Hazwell Brothers and was for grading and paving the Alsea Mountain Slide Correction Section of the Alsea Highway in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry

RECEIVED
DEC 2 - 1967
FOR FILING
2-1121
7050

December 1, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7050 awarded to Buswell Brothers for grading and paving the Alsea Mountain Slide Correction Section of the Alsea Highway in Benton County was completed on October 18, 1967, and accepted by the Highway Commission on December 1, 1967.

Final payment in the amount of $3,667.37 will be released to the contractor after December 8, 1967. The total contract amount is $122,755.54 including $509.93 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Buswell Brothers
P. O. Box 628
Roseburg, Oregon 97470

Mansfield and Company
1975 S. W. 5th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 24 1967

2-1121
7050

November 22, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
December 12, 1967 meeting

Gentlemen:

Buswell Brothers, contractor on the Alsea Mountain Slide Correction section of the Alsea Highway in Benton County, Contract No. 7050, has requested an increase of 30 calendar days. The contractor's request is based on delay due to low humidity, fire closure, changes in the plans and specifications, and increased quantities of borrow material.

The contractor's request concerning delays caused by low humidity cannot be considered since adverse weather is not a valid reason for a time extension. The fire closure was not as extensive as the contractor contends but very definitely delayed his work on the contract.

The contract bid item for embankment foundation excavation overran the plan quantity by 3,792 cubic yards. The special rock borrow excavation overran the plan quantity by 9,712 tons. Based on the actual average rate of production, these overruns justify an increase of eight workdays which convert to 11 calendar days.

I recommend that the calendar days be increased by six which will eliminate all liquidated damages. The contract was completed October 18, 1967. This is a State project.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

Enc.

DES:nn

2-1121 7050

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Alsea Mountain Slide Correction		WEEK ENDING: Nov. 11, 1967
		SECTION PREFIX: 2-1121
HIGHWAY: Alsea		COUNTY: Benton
NAME OF JOB: Alsea Mountain Slide Correction	KIND OF WORK: Grading and Paving	
CONTRACTOR: Buswell Bros.	CONTRACT NUMBER: 7050	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 11, 1967	DATE WORK STARTED: July 21, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 80	CALENDAR DAYS USED 86
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 111
PROJECT AUTHORIZATION: $ 130,070.02		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 120,820.60	ENGINEERING AUTHORIZATION $ 9,249.42	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 124,972.94	ENGINEERING COST TO DATE $ 9,220.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: October 18, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Spec. Borrow	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED	0.27	0.27			0.27
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	30,500 CY	1,360 CY		55,000 Ton	320 Ton
TOTAL QUANTITIES CORRECTED TO DATE	34,300 CY	360 CY		64,712 Ton	205 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	34,300 CY	360 CY		64,712 Ton	205 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project Completed				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY	Rain			

Routing
Monmouth
Scott
Will
Lincoln
Coos

RECEIVED
NOV 13 1967
CONSTRUCTION
DIVISION

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

F I N A L R E P O R T

Semi-final delivered to Division Office November, 10, 1967.

SIGNED L.F. MacIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 25 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

2-1121
7050

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 24, 1967

Consumers Power, Inc.
1940 N. Ninth Street
Corvallis, Oregon 97330

Re: Power Line Adjustment
Alsea Mountain Slide Section
Alsea Highway
Benton County
Contract No. 7050

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 12, 1967, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of October 19, 1967.

Reimbursement for the work performed on and subsequent to October 19, 1967, in the amount of $502.33 will be made in accordance with paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julian Litchfield
for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
L. L. MacIntyre
H. C. Johnson
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
OCT 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1967
FOR FILING

2-1121
7050

October 24, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7050, the Alsea Mountain Slide Correction grading and paving project on the Alsea Highway in Benton County, is anticipated. Buswell Brothers of Roseburg is the contractor. This is a State project for which the original authorization was $130,070.02. The present anticipated cost is $143,013.17, indicating an overrun of $12,943.15 or 9.95 percent.

The major reason for this overrun is an increase in the amount of special rock borrow required to perform the slide correction work as planned. The rock borrow material is heavier and compacts to a higher density than had been anticipated, thereby causing an overrun in the plan quantity of some 18 percent. This overrun in special rock borrow amounted to over $14,000.

This request for an additional authorization will be presented to you at the October 31 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:ss fn

RECEIVED
OCT 19 1967

FOR FILING

2-1121
7050

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1967

SUBJECT: Alsea Mountain Slide Correction Project

To: MEMO TO THE FILE

I was advised by the Construction Division at 4:40 p. m., October 18, that the Alsea Mountain Slide Correction Project will be open for traffic at 6:00 p. m.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

ENGINEER
OCT 3 1967

FOR FILING
2-1121
7050

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Alsea Mountain Slide Correction
Alsea Highway
Contract 7050

Attached is a report on an expected overrun of the project authorization on the subject contract.

This project for grading and paving is under contract to Buswell Brothers of Roseburg. The original project authorization was $130,070.02. The present anticipated cost is $143,013.17, indicating an overrun of $12,943.15 or 9.95%.

NOTED
F. B. KLABOE

The major reason for this overrun is an increase in the amount of special rock borrow required to perform the slide correction work as planned. The contract quantity for the special rock borrow had been computed on the basis of 1.6 tons per cubic yard. The material actually compacted in the fill to 1.9 tons per cubic yard thereby causing an overrun in the plan quantity of some 18%. Additional embankment foundation excavation was required to remove all of the unstable material, requiring additional backfill amounting to some 3,000 cubic yards. This overrun in special rock borrow amounted to more than $14,000.00.

It is recommended that the project authorization be increased by $12,943.15. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

2-1121

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Alsea Mtn. Slide Correction Date October 12, 1967

Highway Alsea Contract No. 7050

County Benton Kind of Work Grading & Paving Contractor Russell Bros.

	Authorized	Estimated
Contract Amount	114,117.80	115,271.80
Anticipated Items	1,500.00	1,500.00
Contingency (4½%)	5,202.80	16,991.95
Engineering	9,210.42	9,210.42
Credits		
PROJECT COST	130,070.02	143,013.17

APPROVED BY STATE HIGHWAY COMMISSION
DATE 10-31-67

NET INCREASE $ 12,943.15 or 9.95%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount		Net Change
(C) Bid Item No. 2 Rmb. Found. Exc.	12,075.00	+	1,400.00
(C) Bid Item No. 3 Spec. Rock Borrow (increase shown below) PA #3	3,360.00	-	240.00
(C) Bid Item No. 12 54 in. Culvert	0	-	560.00
(C) Bid Item No. 13 8 in. Drain Pipe	280.00	-	70.00
(C) Bid Item No. 14 Salvaging & Stockpiling Pipe	1,152.00	+	624.00
(C) Bid Item No. 15 Salvaging & Relaying Pipe			0.00
(C) Misc. Contract Overruns and Underruns (Algebraic Total)			0.00
(A) Anticipated Overruns and Underruns (Algebraic Total)			
(U) PA #1 Striking 54 in. Culvert Pipe		+	838.00
(U) PA #2 Substituting 12" Perf. CMP for 8" Perf CMP.		+	875.00
(U) PA #3 (Submitted but not approved) Additional Spec. Rock Borrow		+	11,567.98
(U) Future Contingency Allowance		+	600.97

Principal reasons for overruns (Continue on reverse side): 34,355 Cubic Yards of fill was to be replaced to repair slide. The estimate in tonnage of special rock borrow, as per plans, to fill this hole was 55,000 Tons or 1.6 tons per cubic yard. The rock material placed in fill compacted to 1.9 tons per cubic yard, an increase of 18 per cent over plans. Also approximately 3000 CY of additional Rmb. Found. Exc. was taken out to reach bottom of slide and had to be filled.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by L. E. McArthur Resident Engineer

Confirmed by R. C. Kramm Division Engineer

Noted by for Construction or Bridge Engineer

ORIGINAL SIGNED BY
E. B. KLABOE

Noted by Deputy or State Highway Engineer

BP*22769-734

FORM 1123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
SEP 1 1967

FOR FILING

2-1121
7050

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 31, 1967

Buswell Brothers
P. O. Box 628
Roseburg, Oregon 97470

Subject: Alsea Mt. Slide Correction
Alsea Highway
Contract No. 7050

Gentlemen:

The progress on the subject project is not satisfactory as pointed out in L. L. MacIntyre's August 25 letter. He has directed you in accordance with Standard Specification 8-3 that "...the work shall be prosecuted as vigorously and as continuously as weather conditions will permit and always in accordance with a schedule that will insure completion within a specified time limit ..."

I would further direct your attention to Standard Specification 7-32, which in effect makes you responsible for any damages that might occur to the project until it is completed.

Vigorous prosecution during the period when good weather prevails is essential to prevent any damages to this project when the fall rains commence. It is imperative, therefore, that you prosecute this project with vigor sufficiently to comply with these two specifications. All other contract specifications also remain in effect.

Very truly yours,

R. D. Ashurry

R. D. Ashurry
Division Engineer

RDA:CW:sm
cc Morrison Trucking
F. B. Klaboe
F. D. Morgan
L. L. MacIntyre

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

3700 Philomath Hwy., Corvallis 97330
August 25, 1967

Buswell Brothers
P. O. Box 623
Roseburg, Oregon 97470

Re: Alsea Mt. Slide Correction
Alsea Highway
Contract No. 7050

Gentlemen:

With reference to progress on the subject project, it has been noted by the undersigned that very little, if any, work was done August 23rd, 24th, 25th, and it is a combined opinion that a lot more progress could have been made, particularly in the way of hauling in rock embankment material.

As time is of the essence, I call your attention to section 8-3 of the Standard Specifications, (Oregon 1964 Edition) as it applies to the prosecution of work; and suggest that every effort be made to get more equipment on the job so that the completion of this work will be assured.

Very truly yours,

L. McIntyre
Resident Engineer

LLM/dw

cc: Morrison Trucking
R. D. Asburry
F. D. Morgan

amB

RECEIVED
AUG 28 1967
FOR FILING
2-1121
7050

SP*25811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1967

To: Mr. E. S. Hunter
Maintenance Engineer
D e p a r t m e n t

SUBJECT: Overweight Application
Slide Correction Project
Alsea Mountain Section
Alsea Highway
Contract 7050

Ted Morrison, hauling subcontractor on the subject project, has made application, which is attached, for a special transportation continuing permit which would allow him to operate overweight vehicles over 900 feet of the relocated Alsea Highway just uphill and westerly from the subject project together with approximately the same length of old highway that as yet has not been turned over to the Forest Service.

Mr. Morrison's single unit hauling equipment was operating earlier this week with weights up to 53,000 pounds plus. The Weighmasters attempted to weigh several units and upon refusal issued citations for refusal to weigh. Review of the matter indicated:

1. The contract provisions required legal weights.

2. We had arranged for a source on Mary's Peak that required hauling over 3.7 miles of Siuslaw National Forest land.

Although the contractor was to obtain this hauling permit in his own name in order that he might directly pay the roadway maintenance fee, we have some moral obligation to see that he complies with the legal weight limits that are intended and partially spelled out in the permit. Our actions in handling this matter could bear on our future use of Forest Service pits, particularly in the Siuslaw National Forest. Therefore, instructions were issued by the undersigned to issue material receipts only up to the legal load limits. This was with the understanding that the Weighmasters would then withdraw from the scene.

The subcontractor immediately withdrew his equipment from the project and entered into discussions with the Resident Engineer. He explained that this was only reasonable and fair for the reasons outlined in the two numbered paragraphs above. The subcontractor wanted more money for this but this was a matter between him and the prime contractor. It appeared the matter would soon be resolved and the subcontractor go back to work. As one last trial he is attempting to secure the attached permit.

I have reviewed the matter with Ed Chidsey of your office and John Bond of the Construction. Bond concurs that the legal limits should

be complied with but that consideration could be given to the change that will go into effect September 13 that could allow up to 2,000 additional pounds per set of tandem axles. He also indicated that if the subcontractor could obtain a permit on the same basis as any other individual it would be honored.

In view of my stand above, I am hesitant to make a recommendation and the matter is now in your hands. I would point out that pay loads will increase approximately 20 per cent by such a permit and if allowed we should ask for a price adjustment in order to be fair to all other bidders.

There is an urgency in this matter so your early handling would be appreciated.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:sm
cc F. D. Morgan
L. L. MacIntyre
H. C. Johnson
C. C. Doyo

RECEIVED
JUL 12 1967
FOR FILING

3-11-21

7050

July 11, 1967

Buswell Brothers
P. O. Box 628
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7050 for grading and paving on the Alsea Mountain Slide Correction Project on the Alsea Highway in Benton County.

This award was based on your bid of $114,117.80 which was the low bid submitted to the Commission on July 6, 1967, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

go

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
AUG 21 1967

FORM K-30X—50M—7-66

SP*23657.734

2-1121
7050

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 11, 1967

SUBJECT:

To: MEMO TO THE FILES

AGENDA
JUL 24 1967
3 M-2

I contacted Chairman Jackson on ~~this~~ date and secured his approval to award the Alsea Mountain Slide Correction Project, bids for which were taken on July 6.

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison
Victor D. Wolfe

NOTED
FLOYD QUERY

RECEIVED
JUL 7 - 1967
FOR FILING

July 7, 1967

Oregon State Highway Commission

Gentlemen:

Your concurrence in the Engineer's recommendation on the following project, for which bids were received on July 6, is requested.

Grading and paving on the Alsea Mountain Slide Correction Project on the Alsea Highway in Benton County. State project. Eleven bids were received. The Engineer recommends award to the low bidder, Maxwell Bros., Roseburg, in the amount of $114,117.60. The Engineer's estimate was $125,365.00.

I will call the Chairman for approval after you have had time to study the bid.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
L. H. Young
F. D. Morgan
I. D. Merchant
C. H. Maison
Victor D. Wolfe

CRN:bb fn

RECEIVED
MAR 13 1967

March 10, 1967

Oregon State Highway Commission

Gentlemen:

A fill slide developed last fall in a trouble area on the Alsea Mountain Section of the Alsea Highway in Benton County. The slide, located at M.P. 48.0, is presently being bypassed on a loop of the old highway. I recommend a project costing an estimated $110,000 to repair this section.

I request your approval for placing this project on the current State Construction Program for correction this coming construction season.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
R. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
R. D. Asburry

BG:fp cm

I-0C0S(1) I-5 Exit Ramp Sign. Proj. 1967
Pac. Hwy. from Columbia R.
#7051 to Calif. State Line

Monthly transaction number 10-47	FORM PR-2A (REV. 0-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-11-68	County
Modification number 1		Project number I-0003(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 24, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,997	$ 0.00
Federal funds	$ 29,500.00	$ 0.00
Other revisions		

This modification is made for the following reasons:

0003 project split into individual projects corresponding to separate route sections as instructed in G.M.Williams' CM dated August 8, 1968.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of October, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-33		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-24-67	COUNTY
5		Statewide
		PROJECT NO. I-0005(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Route I-5 Ramps Signing Project

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.00
OTHER (Specify)		

FUNDS Fed [illegible] 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,997.	$ 29,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Platter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 24, 1967

PREVIOUS EDITIONS OF THIS FORM ARE O

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. I-0003(1) Safety

ROUTE I-5 EXIT RAMPS SIGNING PROJECT

PACIFIC HIGHWAY

Project Agreement Estimate.

Salem, Oregon, August 17, 1967

Type Code X002
Signing (MP X6.51 to MP 317.73)(Contract No. 7051)

Type "E" Signs in Place	3,800 sq.ft.	$ 3.25	$12,350.00
Thermoplastic Pavement Arrows	260 only	60.15	15,639.00
			$27,989.00
Flagging (57½% of Contractor's Cost)	All Required		1,100.00
	Subtotal		$29,089.00
	10% Engr. & Cont.		2,908.00
	Total		$31,997.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$29,500.00
State Funds -	2,497.00
Total	$31,997.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-0006(1) Safety

ROUTE I-5 EXIT RAMPS SIGNING PROJECT

PACIFIC HIGHWAY

P.S. and E. Estimate.

Salem, Oregon, June 28, 1967

Type Code Y002
Signing (MP X 6.51 to MP 317.73)

Type "E" Signs in Place	3,800 sq.ft.	$ 4.50	$17,100.00
Thermoplastic Pavement Arrows	260 only	90.00	23,400.00
Flagging (57½% of Contractor's Cost)	All Required		$40,500.00 ✓
			$ 1,100.00 ✓
	Subtotal		$41,600.00 ✓
	10% Engr. & Cont.		4,160.00
	Total		$45,760.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

Oregon State Highway Department

Federal-Aid
Project No. I-0006(1) Safety

ROUTE I-5 EXIT RAMPS SIGNING PROJECT

PACIFIC HIGHWAY

P.S. and E. Estimate.

Salem, Oregon, June 28, 1967

Type Code Y002
Signing (MP X 6.51 to MP 317.73)

Type "E" Signs in Place	3,800 sq.ft.	$ 4.50	$17,100.00
Thermoplastic Pavement Arrows	260 only	90.00	23,400.00
			$40,500.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,100.00
		Subtotal	$41,600.00
		10% Engr. & Cont.	4,160.00
		Total	$45,760.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$42,200.00
State Funds -	3,560.00
Total -	$45,760.00

RECEIVED
AUG 12 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-000S(1)
7021

Kabor

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 6, 1968

In reply refer to: 08-35.DA

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-000S(1)
I-5 Exit Ramp Signing
State Force Order No. 1
Total estimated amount of the Order: $1,100.00

Reference is made to your letter dated July 24, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor for this project has completed the original contract work and left the project area.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Young w/ enc
8-9-68

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-000S(1)
7121

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 6, 1968

In reply refer to: 08-35.DA

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-000S(1)
I-5 Exit Ramp Signing
State Force Order No. 1
Total estimated amount of the Order: $1,100.00

Reference is made to your letter dated July 24, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor for this project has completed the original contract work and left the project area.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Young w/ copy 8-9-68

RECEIVED
AUG 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—827

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon approval of project agreement if additional funds are required.
Date JUL 22 1968 By /s/ L. H. Young
Title Deputy Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Route I-5 Exit Ramp Signing Date July 1, 1968

Highway Pacific Contract No. 7051 F. A. Project No. I-000S(1)

County Multnomah, Washington, Clackamas, et al. Prefix 626-1081 Account No. 276 - 01

Description of Work To Be Done:

Install, adjust, and move "DO NOT ENTER" signs and install "KEEP RIGHT" and "WRONG WAY" signs as required to provide adequate safety at off-ramp terminals.

Location by Station Numbers: Union-Denver-Swift, Stafford Rd., Woodburn, Market St., Sunnyside-Turner, Dever-Conner, S. Jefferson, Goshen, Cottage Grove, Curtin, Rice Hill, Rice Valley, Winchester, N. Shady, and Crater Lake Interchanges.

Estimate of Quantities and Costs:

DO NOT ENTER signs	9 @ $20.00 each	180.00
WRONG WAY signs	10 @ 10.00 each	100.00
KEEP RIGHT signs	11 @ 26.00 each	286.00
Posts	16 @ 14.00 each	224.00
		790.00
Labor for installation & adjustments		310.00
	Total.....	$1,100.00

Explanation: This is necessary to provide safety protection against wrong way drivers on Freeway by adjusting the signing to assure clear and precise instructions to the motorist. This work has been suggested by the Bureau of Public Roads. The work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$32,725.12
Present estimate of project cost, including $ 1,100.00 for work under this order	$29,000.00
Expected under-run (amount)	$ 3,725.12
Expected under-run (per cent)	11%

Space to right of this line is for use of Salem Office

Submitted by: /s/ D.R. Adams, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: James J. Gix acting, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer

RECEIVED
JUN 17 1968

UNITED STATES GOVERNMENT

Memorandum

I-1005(1)
4051

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-000S(1)
I-5 Exit Ramp Signing

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.-Salem OR 97301

DATE: May 16, 1968

In reply refer to: 08-35-DA

Reference is made to Mr. Edwards' letter dated February 8, 1968 in which he commented on conclusions made in Mr. L. P. Renz' inspection report dated September 7, 1967 on Project I-000S(1), I-5 Exit Ramp Signing Project.

Mr. Edwards disagreed with Mr. Renz' conclusion that Do Not Enter and Wrong Way signs should not be mounted on the reverse side of a Stop sign post at exit ramp terminals and that they should instead be mounted on a separate post located farther down the ramp, oriented towards crossroad traffic. Mr. Edwards stated that it was the State's opinion that although the sign assemblies at the ramp terminal may not be visible on both approaches on the intersecting road, they provide safe and adequate warning to the driver before he has negotiated any great distance on the ramp, with the added benefit of reducing the number of posts with which a driver may collide.

We agree with the desires of the Oregon State Highway Department staff to keep to a minimum the number of posts (roadside obstructions) that a motorist may encounter; however, we also believe that we should get maximum effectiveness from our sign installations. There is no doubt that some of the present placements of the Do Not Enter - Wrong Way signs are not 100 percent effective. This is illustrated by Figure 1, below.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Figure 1 - I-5, Jumpoff Joe Interchange, southbound exit ramp. View is from crossroad looking east. Note backs of signs rather than the legends.

Enclosed is a copy of a signing plan for a diamond interchange from a recent Interstate project, Figure 2. Note both the locations of the Stop and Do Not Enter - Wrong Way sign assemblies. It is noted that the Stop signs could be closer to the stop bar, and therefore more effective as shown in red on the drawing. If this were done, the Wrong Way - Do Not Enter assembly could be moved to a new post located farther down the ramp and oriented towards crossroad traffic, also shown in red on the drawing. The Wrong Way - Do Not Enter assembly could be mounted on a 4 by 4-inch wood post located from 6 to 10 feet from the shoulder of the ramp. This location, also in an area where traffic is slowing for the Stop sign, can hardly be considered a very serious traffic hazard. The Wrong Way - Do Not Enter assembly located on the opposite side of the ramp should also be moved down the ramp and oriented towards crossroad traffic, as also shown in red on the enclosed drawing. This new arrangement would then provide signs visible from both directions on the crossroad, as well as providing signs located far enough down the ramps so that a driver completing a wrong turn would be confronted with both sign assemblies bracketing and protecting the ramp from further movement in the wrong direction. This point is further illustrated by Figures 3 and 4 below, actual photos of a diamond interchange previously signed in accordance with Mr. Renz' present recommendations.

(more)

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MAY 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATION	SIGN NO.	TYPE OF SUPPORT 1/	POST SIZE & TYPE
440+00 Rt.	29-L	B.S.P.	4.50" O.D. 8.64
	29-R	B.S.P.	4.50" O.D. 8.64
492+00 Rt.	30-L	B.S.P.	4.50" O.D. 8.64
	30-R	B.S.P.	4.50" O.D. 8.64
	31&32	S.M.	
	33&34	S.M.	
522+60 Lt.	35-L	B.S.P.	6.63" O.D. 12.89
	35-R	B.S.P.	6.63" O.D. 12.89
571+00 Lt.	36-L	B.S.P.	6.63" O.D. 12.8
	36-R	B.S.P.	6.63" O.D. 17.0
ER"510+60 Lt.	37	S.S.S.	6" Std. Pipe 18
ER"509+60 Rt.	38&39	D.S.S.	8" Std Pipe 24.
ER"515+90 Lt.	40&41	D.S.S.	6" Std. Pipe 18
ER"516+90 Rt.	42	S.S.S.	6" Std. Pipe 18
	43	Wood	6x6 S4S
	D-1-60	B.S.P.	4.50" O.D. 8.64
	D-1-60	B.S.P.	4.50" O.D. 8.64

1/ B.S.P. = Breakaway Sign Posts; S.S.S = Single Sign Support; D.S.S
2/ Verify length in field
3/ Distance from edge of shoulder to
4/ See Dwg. No. 22478
5/ No concrete footing required
6/ L & R are location of post as fact

Figure 2

Figure 3 - I-5, Harrisburg Junction City Interchange, northbound off ramp. View is from crossroad overcrossing structure looking towards the east. Note how Wrong Way - Do Not Enter assembly is oriented so that it can be seen from crossroad as well as after wrong-way movement has been made. Also note the location of the Stop sign.

(more)

Figure 4 - I-5, Harrisburg Junction City Interchange, northbound off ramp. View is from crossroad towards the west. Again note the orientation of the Wrong Way - Do Not Enter sign assembly.

It is the opinion of the Bureau of Public Roads that with the minor changes in the present placement of signs described above, the effectiveness of the Wrong Way - Do Not Enter signs can be enhanced without increasing the roadside hazard.

RECEIVED
FEB 9 - 1968
FOR FILING

I-1005(1)
7051

February 8, 1968

6344

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection Report
Project No. I-0005(1)
Signing, Route I-5 Exit Ramps
Washington to California
State Lines

Dear Sir:

The Highway Department was provided a copy of a recent project stage inspection final report dated November 7, 1967 made by Mr. L. P. Benz, Assistant Area Engineer, in company with Mr. J. J. Gix, Highway Department Sign Engineer and Acting Resident Engineer on the project under inspection.

The work involved was the contract project under which "Do Not Enter - Wrong Way" signs were installed on Interstate 5 exit ramps. Several conclusions were set forth in the report which can be grouped under two general classifications. They are:

1. "Do Not Enter" signs and "Wrong Way" signs should not be mounted on the reverse side of a stop sign post at exit ramp terminals.

2. Additional signs should be installed on modified trumpet-type interchanges at the head of the two-way ramps.

With respect to Item 1, the Highway Department has made every effort on all of our sign installations to reduce the number of obstructions that might create a potential accident hazard to traffic. Basically stated, the Department's policy is not to install additional sign

posts if existing sign posts can be used. It is a matter of opinion at what point a driver negotiating a wrong-way movement onto a ramp should be able to see the "Do Not Enter" and "Wrong Way" signs. It is our opinion that although the sign assemblies at the ramp terminal may not be visible on both approaches on the intersecting road, they provide safe and adequate warning to the driver before he has negotiated any great distance on the ramp. In addition, our policy has the added benefit of reducing the number of possible fixed objects which a driver may strike. A minor benefit certainly results from decreased maintenance costs.

The second item involving additional signs at certain locations on modified trumpet-type interchanges is well taken. These signs will be installed by State forces at such time as the work can be scheduled. A State Force Order will be prepared and submitted for your approval as an added expenditure under the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. B. Crandall
E. S. Hunter (enc.)
L. H. Young

LEG:mk/TE:ja

FORM PR-33A (REV. 3-68) cc OSHD(Kiaboe) PROJ Region FINAL Wash DC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STAGE INSPECTION REPORT AND INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

rc

REGION NO.	REPORT NO.	COUNTY	STATE
II	2	* See below	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-11 thru 9-13-67 10-3,11-1&11-7-67	L. P. Renz, Asst Area Engineer	I-000S(1)

IN COMPANY WITH

J. J. Gix, Sign Engineer, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

*Multnomah, Washington, Clackamas, Marion, Linn, Lane, Douglas Josephine, and Jackson

ROUTE I-5 EXIT RAMPS
WASHINGTON TO CALIFORNIA STATE LINE
Signing

Phase inspected: DO NOT ENTER - WRONG WAY SIGN LOCATIONS

I. SCOPE OF INSPECTION:

The purpose of this inspection was to:

(A) Satisfy the Bureau of Public Roads that this project had been completed in substantial conformance with approved plans and specifications and approved changes; and

(B) Evaluate the effectiveness of the location of the entire Do Not Enter - Wrong Way sign assemblies at each Interchange throughout the length of Interstate Route I-5. This project provided for placement of the Wrong Way signs only, which were placed directly beneath existing Do Not Enter signs on existing posts.

II. CONCLUSIONS:

(A) The project was constructed in substantial conformance with the approved plans and specifications and approved changes; however, several signs had obviously been stolen. The contractor will be required to replace these signs, the locations of which are listed in the body of this report, at his expense.

(B) Several sign installations are rather ineffectively placed and should, therefore, be adjusted and oriented to more effectively prevent wrong-way traffic from entering the Freeway. The most frequently occurring types of ineffective placements are at the typical diamond and modified trumpet type interchanges. While these ineffective placements do not occur at all diamond and modified trumpet interchanges, they do occur at a sufficient number to warrant corrective action. It is also worthy of mention that while these conditions have existed for some time, they were not readily apparent until the brilliant red Wrong Way signs were installed which then emphasized the location.

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FEB - 7 1968
TRAFFIC ENGINEERING

(more)

NOTED
TOM EDWARDS

TRAFFIC ENGINEERING MAY BE USED

The two most frequently occurring ineffective placements are illustrated below:

(1) Diamond Interchange. From the crossroad oftentimes the legend of the Do Not Enter - Wrong Way signs is not visible until the actual wrong turn is made. In fact many times the signs are located such that the blank reverse side of the signs is all that is actually visible. This occurs when the Do Not Enter - Wrong Way assembly is mounted on the reverse side of a Stop sign post at the exit ramp terminal. This method conserves a sign post at the expense of rendering the Do Not Enter - Wrong Way signs almost useless. Figure 1 below illustrates this point.

Figure 1. Jumpoff Joe Interchange, southbound exit ramp. View is from crossroad looking east. Arrows denote locations of wrong way sign installations. Note backs of signs.

(more)

This condition could best be corrected by removing the Do Not Enter - Wrong Way signs from the back of the Stop sign post and mounting them on a new post, from 50 to 100 feet down the ramp. This new assembly should then be oriented so that traffic coming across the structure can see the sign before making the wrong turn. This is illustrated in Figure 2 below.

Figure 2. Same photo as Figure 1. Preferred signing at the exit ramp terminal described in Figure 1.

(more)

Figure 3 below illustrates the view looking directly into the head of the ramp described in Figure 1. It can be seen that the wrong-way movement from this direction is well protected, but it is also noted that moving the signs from the back of the Stop sign to a new post farther down the ramp will have no detrimental effect to the protection from wrong-way movements from this direction.

Figure 3. View looking head-on into south-bound exit ramp of the Jumpoff Joe Interchange.

(more)

(2) Modified Trumpet Interchange: Figures 4 and 5 below indicate the position of the Do Not Enter - Wrong Way signs, as commonly exist, at the head of the two-way ramp frequently used for this type of interchange. There is another Do Not Enter - Wrong Way sign located at the head of the one-way radius right turn upon which the truck in Figure 4 is observed to be operating.

Figure 4. Cottage Grove Interchange. View is from crossroad entering the southbound entrance ramp to the Interstate Highway. Arrow denotes location of Wrong Way sign location.

(more)

OCT . 67

Figure 5. Cottage Grove Interchange. View is of Do Not Enter - Wrong way sign location denoted by arrow in Figure 4. Photo taken approximately 75 feet left of Roseburg sign shown in Figure 4.

(more)

Figure 6 below illustrates the lack of signing of any kind at the point of divergence of the two-way ramp commonly used at this type of interchange. In the case of the illustration used, there are "jiggle bars" to keep traffic from crossing the divider and proceeding wrong way on to the Interstate Highway. On other two-way ramps at this type of interchange, noted at several locations throughout the length of I-5, this divider is a double painted stripe only. During hard rains or at other times when sight restrictions are prevalent, it is conceivable that a confused driver would cross the divider and proceed the wrong way onto the Interstate Highway.

Figure 6. Cottage Grove Interchange. View is from the southbound entrance ramp looking towards the point of divergence between the southbound exit ramp and southbound entrance ramp to the Freeway. Note lack of signing.

(more)

Figure 7 below illustrates the preferred signing at the point of divergence of the two-way ramp illustrated in Figure 6.

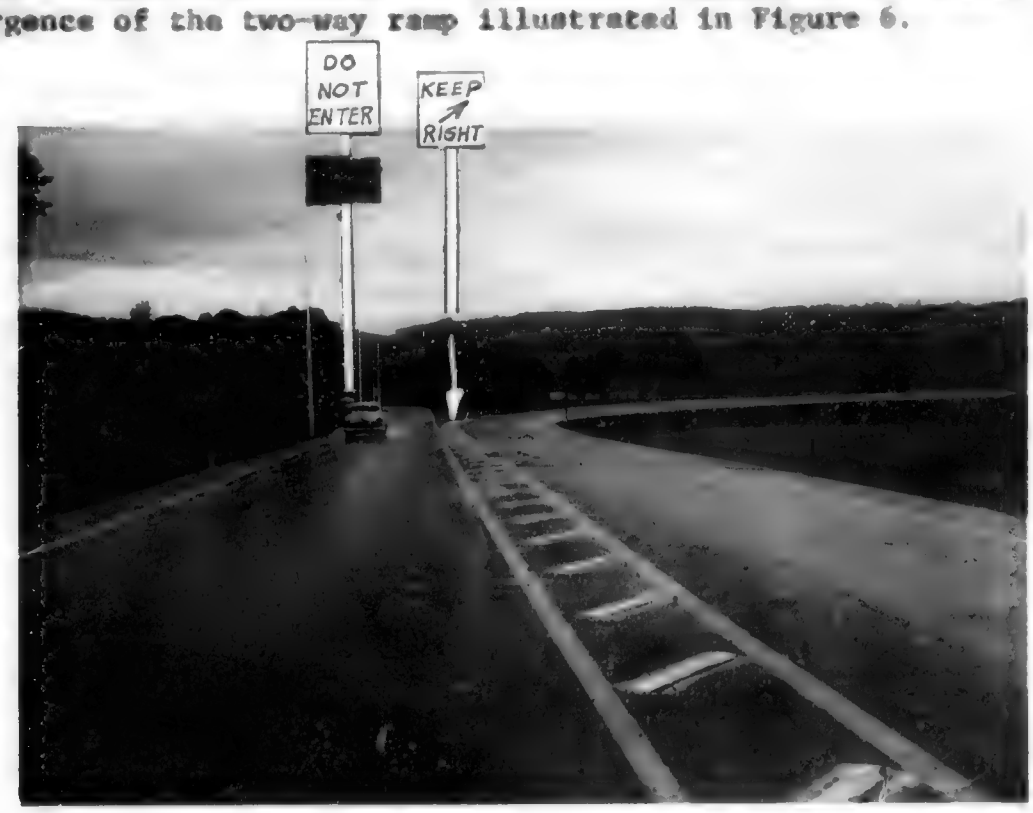

Figure 7. Cottage Grove Interchange. Preferred signing at the location illustrated in Figure 6.

The corrective action described above may be done at some later date; however, I feel that it should be done within a reasonable amount of time. It is my opinion that it would be in the public interest, both from an economic and desired effect standpoint, to accomplish the corrective work with the State forces under the direction of the State Sign Engineer. I feel that the cost of the preliminary engineering and the preparation of plans and special provisions which would be necessary to advertise the desired work for competitive bids would exceed the actual cost of performing the work with State forces under the direction of one who is aware of the desired final product.

III. DETAILS OF THE INSPECTION:

The final construction inspection was conducted in stages as follow:

Stage 1 - September 11 through 13, 1967. Physical inspection of all sign and arrow installations.

(more)

Stage 2 - November 1, 1967. Follow-up spot check on placement of additional signs required.

Stage 3 - November 7, 1967. Review of project records in the Resident Engineer's office.

Stage 1

Stage 1 of this final construction inspection was made on September 11 through 13, 1967. The entire route of Interstate 5 was inspected, including inspection of all ramps within each interchange. The location of each Do Not Enter - Wrong Way sign installation was studied with respect to its placement to carry out the intended function of preventing wrong-way traffic from entering the Interstate Freeway. Each sign and arrow installation was also checked to determine if it had been placed as required under this contract.

MISSING SIGNS

The following signs were assumed stolen, since in all cases either the fastening bolts or bolt holes were visible in the posts to which the signs were to have been fastened.

No. of Missing Signs	Location
1 sign	North Jefferson Interchange, northbound off ramp
1 sign	Ankeny Hill Interchange, southbound exit ramp
1 sign	Boomer Hill Interchange, southbound exit ramp
2 signs	Myrtle Creek Interchange, northbound exit ramp
1 sign	Weaver Road Interchange, northbound exit ramp
1 sign	Gazely Road Interchange, northbound exit ramp
1 sign	Yokum Interchange, southbound exit ramp
2 signs	Lower Boones Interchange, southbound exit ramp
1 sign	Taylor's Ferry Interchange

(more)

Under the terms of this contract, the contractor will have to replace all signs missing on the date of the final inspection. The above signs will, therefore, have to be replaced at the contractor's expense.

INEFFECTIVELY PLACED SIGNS

Quite a large number of sign installations are rather ineffectively placed and should, therefore, be adjusted and oriented to more effectively prevent wrong-way traffic from entering the Freeway. Numerous changes in location could be made which would make the Do Not Enter - Wrong Way signing more effective. There were two types of ineffective placement which were repetitive and occurred time and time again. These are the mountings of the Do Not Enter - Wrong Way signs on the back side of the Stop sign posts at diamond interchanges and the lack of signing at the point of divergence of the entrance and exit ramps on the typical modified trumpet interchanges. While the ineffective placements do not occur at all diamond and modified trumpet interchanges, they do occur at those in the following list and possibly at others that were not noted.

Diamond Interchanges with Ineffective Wrong Way - Do Not Enter Sign Locations

Dillard Road Interchange
Curtin Interchange
Azalea Interchange
Quines Creek Interchange
Jumpoff Joe Interchange
North Grants Pass Interchange
Valley View Interchange
North Ashland Interchange

Modified Trumpet Interchanges with Ineffective Do Not Enter - Wrong Way Sign Locations

Dever Road Interchange
Creswell Interchange
Cottage Grove Interchange

OVERLOOKED RAMP

An exit ramp, signed as the Bridgeport Road Exit, located between the Lower and Upper Boones Interchanges had been omitted from the plans; therefore, no wrong way signs had been installed under the contract. Five Do Not Enter signs were in existence. The State was asked to have the contractor install four Wrong Way signs under the contract. The four signs would be placed so that a pair, one on each side, would protect each exit of the diverging double-exit ramp.

(more)

ELIMINATED SIGN

One sign at the Holladay Street exit from the Banfield Interchange had been eliminated by the Inspector because it would have had to have been mounted on the face of a concrete retaining wall, which mounting would have required a procedure the contractor was not equipped to perform. Even though the State Division Engineer felt this sign might not be necessary, I felt that it definitely was necessary, since movements up the ramp could result in wrong-way traffic entering the Interstate Freeway.

LINEAL MEASUREMENTS

Lineal measurements taken on this inspection were as follow:

Location: Rogue River Interchange
Measured: 42" x 30" Type "E" Wrong Way Sign
Planned: Same

Stage 2

As a result of Stage 2 of this inspection, it was found that one Wrong Way sign had been installed on the Bridgeport Road exit ramp discussed above. This sign was installed at the point of divergence of the double-headed exit ramp. Even though the heads of the ramp do not have Wrong Way signs, the one installed will probably turn a wrong-way driver around on the ramp, thereby preventing wrong-way traffic from entering the Freeway. The signing at this location was determined to be acceptable.

Stage 3

Stage 3 of this inspection was performed at the Resident Engineer's office.

PROJECT COMPLETED

The Resident Engineer stated that the stolen signs listed above had been replaced and that all work was completed on October 27, 1967.

LABOR COMPLIANCE

As a result of an employee interview, a labor violation was suspected by the Resident Engineer. A review of the payrolls the contractor submitted substantiated the suspected labor violation. At least one man on the contractor's payroll was not paid in accordance with the contract requirements. The Resident Engineer is currently working on getting the labor violation corrected. I informed the Resident Engineer that this labor compliance problem must be resolved before the BPR can finally accept this project.

(more)

MATERIALS

A review of the materials reports on hand indicated that the materials incorporated into the work substantially conform with the contract specifications.

PRICE AGREEMENTS

The Resident Engineer indicated that a Price Agreement was forthcoming to provide payment to the contractor for his invoice price on several signs which he had left over after completing the project work and which he had agreed to sell to the State for their use for maintenance. This Price Agreement is recommended for approval as nonparticipating.

OTHER COMMENTS

The sign at the Holladay Street exit ramp within the Banfield Interchange was not placed as requested. I have since requested the State to place this sign on a new installation under the I-80N exit signing project now in progress. This is considered acceptable procedure since the Banfield Interchange involves both the I-5 and I-80N Interstate routes.

RECEIVED
APR 12 1968
FOR FILING

I-0005(1)
7051

April 12, 1968

National Surety Corporation
3333 California Street
San Francisco, California

Attention: Fidelity & Surety Department

Gentlemen:

Contract No. 7051 awarded to Traffic Appliance Corporation for signing on the exit ramps of the Pacific Highway (I-5) in Multnomah, Washington, Clackamas, Marion, Linn, Lane, Douglas, Josephine and Jackson Counties was completed on October 27, 1967, and accepted by the Highway Commission on April 11, 1968.

Final payment in the amount of $1,399.45 will be released to the contractor after April 19, 1968. The total contract amount is $25,495.58 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Traffic Appliance Corporation
4207 Willimet Avenue
Los Angeles, California 90039

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1968
FOR FILING

I-C005(1)
1651

April 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1967, on Contract No. 7051. The contract was with Traffic Appliance Corporation and was for exit ramp signing on the Interstate 5 Route (Pacific Highway) in western Oregon counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 11, 1968, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson
L. W. Rulien
R. D. Asburry
C. T. Keasey
Mr. Wolfe

srb jes

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HULL, MEMBER
HELIX

I-0005(1)
7051

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 1, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract No. 7051
Route I-5 Exit Ramps Signing
FAP I-0005(1)

Dear Sir:

Your reply of January 19, 1968 to our request for acceptance of the work on Contract 7051 indicated acceptance would be withheld pending resolution of a minor labor violation.

Please be advised that certified copies of pay rolls and restitution checks covering the underpayment which had been made on this contract are now available for your inspection in our Construction Division office.

We request that your office return two signed copies of this letter indicating acceptance or any conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 3-25-68

Conditions noted on above date:

None. Approval recommended.

R. E. Simpson
~~A. W. Parsons~~
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
AUG 0 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 30 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID D. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-000S(1)
7051

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 27, 1967, on Contract No. 7051, Route I-5 Exit Ramps Signing Project, in Multnomah and other counties, in connection with Federal-Aid Project No. I-000S(1).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

E. B. KLABOE
NOTED

Bureau of Public Roads
Oregon Division Office Endorsement Date 1-19-68

Conditions noted on above date:

Labor compliance problem.

LPR

A. W. Parsons
Divisinn Engineer

cc: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

I-( )(1)

FORM C-1 (REV 12-64) 7051

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Full Length Highway		WEEK ENDING: Oct 28, 1967
		SECTION PREFIX:
HIGHWAY: Pacific		COUNTY: Mult. et al
NAME OF JOB: Route I-5 Exit Ramp Signing	KIND OF WORK: Signing	
CONTRACTOR: Traffic Appliance Corporation	CONTRACT NUMBER: 7051	FEDERAL AID PROJECT NUMBER: 1-000S (1)
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: Aug. 26, 1967	ESTIMATED COMPLETION DATE: Oct. 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 30, 1967	PERCENT OF TIME ELAPSED: 77
PROJECT AUTHORIZATION: $ 32,725.12	ENGINEERING AUTHORIZATION: $ 2,327.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 30,398.00	ENGINEERING COST TO DATE: $ 1,872.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,722.15		DATE PROJECT WAS COMPLETED: Oct. 27, 1967
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 80 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing 100	Plastic Arrows 100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Rain			
THURSDAY	Showers			
FRIDAY	Rain			
SATURDAY	Showers			

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
06 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Advised by District Maintenance Superintendent this week that all stolen signs at Lower Boones Ferry Road, N. Jefferson, Ankeny Hill, Boomer Hill, Myrtle Creek, Weaver Road, Gazely Road, Yokum, and Taylors Ferry Road have been replaced. Also the two signs at Green Springs Interchange which were defective have been replaced.

This is final weekly report.

SIGNED [signature] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 14 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-0005(1)
7051

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 14, 1967

Traffic Appliance Corporation
4207 Willimet Avenue
Los Angeles, California 90039

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7051 for signing on the Route I-5 exit ramps on the Pacific Highway in Multnomah, Washington, Clackamas, Marion, Linn, Lane, Douglas, Josephine and Jackson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc National Surety Corporation
3333 California Street
San Francisco, California

ATTN: Fidelity & Surety Dept.

I-000S(1)

FORM E-1 (REV 12-66) 7051

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Full Length Highway	WEEK ENDING: Oct 28, 1967	
	SECTION PREFIX:	
HIGHWAY: Pacific	COUNTY: Mult. et al	
NAME OF JOB: Route I-5 Exit Ramp Signing	KIND OF WORK: Signing	
CONTRACTOR: Traffic Appliance Corporation	CONTRACT NUMBER: 7051	FEDERAL AID PROJECT NUMBER: 1-000S (1)
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: Aug. 26, 1967	ESTIMATED COMPLETION DATE: Oct. 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 30, 1967	PERCENT OF TIME ELAPSED: 77
PROJECT AUTHORIZATION: $ 32,725.12		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $ 30,398.00	ENGINEERING AUTHORIZATION: $ 2,327.12	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,722.15	ENGINEERING COST TO DATE: $ 1,872.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 80 %	DATE PROJECT WAS COMPLETED: Oct. 27, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Signing 100	Plastic Arrows 100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Fair			
TUESDAY	Showers			
WEDNESDAY	Rain			
THURSDAY	Showers			
FRIDAY	Rain			
SATURDAY	Showers			

Routing

Morgan — Pease
Docker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
OCT 31 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	"

REMARKS

Advised by District Maintenance Superintendent this week that all stolen signs at Lower Boones Ferry Road, N. Jefferson, Ankeny Hill, Boomer Hill, Myrtle Creek, Weaver Road, Gazely Road, Yokum, and Taylors Ferry Road have been replaced. Also the two signs at Green Springs Interchange which were defective have been replaced.

This is final weekly report.

SIGNED [signature] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 14 1967
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-0005(1)
7051

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 14, 1967

Traffic Appliance Corporation
4207 Willimet Avenue
Los Angeles, California 90039

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7051 for signing on the Route I-5 exit ramps on the Pacific Highway in Multnomah, Washington, Clackamas, Marion, Linn, Lane, Douglas, Josephine and Jackson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc National Surety Corporation
3333 California Street
San Francisco, California

ATTN: Fidelity & Surety Dept.

RECEIVED
AUG 17 1967

FORM ... UNITED STATES GOVERNMENT

Memorandum

I-000S(1)
7051

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-000S(1)
I-5 Exit Ramp Signing Project

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of Contract No. 7051 to Traffic Appliance Corporation of Los Angeles, low bidder in the amount of $27,989.00 at the July 27, 1967 bid opening.

NOTED
F. B. KLOOS

8-17-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1967
FOR FILING
I-0005(1)
7051

August 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 2, 1967, is requested in the award of contract for the I-5 Exit Ramp Signing Project, Project No. I-0005(1).

The contractor receiving the award is Traffic Appliance Corporation of Los Angeles, in the amount of $27,989.00, with Contract No. 7051 assigned. This bid was received on July 27, 1967, and awarded August 7, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
AUG 10 1967
FOR FILING

I-0005(1)

7051

August 9, 1967

Oregon State Highway Commission

Gentlemen:

At the July 24 meeting, you approved a project for the installation of "WRONG WAY" signs at all exit ramps on Interstate 5.

A similar project has been prepared for the completed portions of Interstate 80N. It is estimated that this project, which is eligible for Interstate Federal-aid financing, will not exceed $27,000 and we recommend that it be contracted at the earliest possible time.

This matter will be on the agenda for the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. B. Crandall
C. H. Maison
L. W. Rulien
J. F. Putnam
A. F. Parson

VPJ:hm ja

FORM PR-111 (11-66)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JUL 18 1967
FOR FILING
I-005(1)
7051

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 5, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer By: T. Dec
Salem, Oregon
Engineering Coordinator

SUBJECT: Oregon Project I-000S(1) - Safety
I-5 Exit Ramps
Signing

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired, with no utilities involved, as indicated in Mr. Oakes' and Mr. Litchfield's June 28, 1967 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $1,100.00.

Our review of your plans indicates satisfactory installation of safety signing in compliance with paragraph A, page 56 of the AASHO February 1967 Highway Safety Report (yellow book) for exit ramps. We feel as you do that this is very high on the priority list; however, we wish to call your attention to paragraph B on the same page for entrance ramps. We feel that the "NO TURNS," "ONE-WAY" and "FREEWAY ENTRANCE" coupled with arrow pavement markings should be considered for addition to this project or later projects, as deemed appropriate.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 5 - Signing	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

7-13-67
REFERRED TO
Young Wilson
BY ASST. STATE HWY. ENGR.

NOTED
F. R. MAGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's July 3, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

For your information, Mr. Lyle Renz, Asst. Area Engineer, will be the project coordinator for the five BPR areas involved on this project.

Enclosure
Title Sheet

RECEIVED
JUL 14 1967
FOR FILING
I-0005(1)
7051

June 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding program data for one Interstate Safety Project, Item 500, Project I-0005(1) which we desire to have included in the Interstate Highway Program.

This project is being program as a Safety Improvement to eliminate or reduce the potential hazard created by possible wrong way traffic movements at exit ramp of interchanges and rest areas on the Interstate Highway I-5.

We desire to receive bid for this project at the scheduled July 27, 1967, bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 27

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		3,600 73,000	9,600 127,200 (66) (70)	87 (71) (72)	08	Oregon	35 (3) (9)	042 (4) (9)	500 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72) (73)	(74) (75)	I- (14) (23)	005 (1) (7) (13)		(24) (26)	(27)

COUNTY NAME: Various — CODE (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID I-5 (32) — STATE (36) (37) — U.S. I-5 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Installation of "Do Not Enter" and "Wrong Way" signs and pavement arrows at Exit Ramps of Interchanges and Rest Areas of Interstate Route I-5.
0	45,000	41,000	4,000		
0	45,000	41,000	4,000		
(16)	(23) (24)	(33)			

REMARKS This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard created by wrong way traffic movements on one way exit ramps.

(Over)

USCOMM DUSCOMM-DC 48905-P61

Remarks - contd.

The proposed project consist of the installation of 428 "Do Not Enter" or "One Way" signs and 260 thermoplastic pavement arrows at exit ramps of 114 Interchanges and 11 Rest Areas and Parks. List of Interchanges, Rest Areas and No. of signs at each is attached to sketch map accompanying the program.

302-1705 Philomath (9thSt.) Sec. 1967
(Paving,grading)
#7052

CIA 3300

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94108

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-1-68	CC 1105		300-1705-705

City of Hilomath
City Hall
Hilomath, Oregon 97370

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Arthur Wiville, Superintendent of Public Works			
Final Billing: Special City Allotment Project on Ninth Street, Contract No. 7057. Covered by agreement dated March 27, 1967.			
City's Advance Deposit			2,950.00
As per attached statement: Final cost		25,794.69	
Agreed State share		23,177.24	
Agreed City share			2,617.33
Refund Due City			332.67

NOTED
H. S. COX

RECEIVED
FEB - 9 1968
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF REQUEST

City [illegible]

By [illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

NOTED
[illegible]

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date February 6, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7052 Prefix 302-1705 Survey Prefix 302-1107

Street Ninth Street

City Philomath

Payments to Contractor..(See attached voucher.)	$ 22,586.21
Engineering and Contingencies.....	2,961.24
*Survey.. Total: $ 1,153.46 Pro-rata Share.....	247.17
TOTAL.....	$ 25,794.62
Agreed State Share	23,177.24
**Agreed City Share	$ 2,617.38
City Advance Deposit	$ 2,950.00
REFUND FOR CITY ———	$ 332.62

Reference: Outside Billing 68-1105

*Construction cost over $25,000 = $547.45
Construction costs = $25,547.45 x $1,153.46 = $247.17

**Includes $2,617.38 for concrete curbs and driveways.

NOTED
H. S. COX

NOTED
R. H. PRANGE

RU:mm
NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
[illegible] HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: BENTON | CONTRACT NO.: 7052 | ESTIMATE NO.: 4 Fi

HIGHWAY: CITY STREET | FEDERAL AID PROJECT NO.:

SECTION: PHILOMATH /9TH ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING	LUMP SUM	370.0000	1.00
002	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	1.2900	1,423.40
003	FINISHING ROADBED AND SLOPES	MILE	2,000.0000	.15
004	TRENCH EXCAVATION	CU YDS	3.0000	59.46
005	WATERING	M-GALS	5.0000	47.50
006	3/4IN-0 MATERIAL IN BASE	CU YDS	3.6000	327.00
007	STONE BASE	CU YDS	3.5000	2,193.30
008	3/4IN-0 AGGREGATE IN PRIME COAT	CU YDS	4.0000	29.10
009	RC-250 ASPHALT IN PRIME COAT	TONS	60.0000	5.47
010	CLASS B ASPHALT CONCRETE	TONS	8.0000	743.48
011	18-INCH CULVERT PIPE	LIN FT	4.5000	196.00
012	CONCRETE INLETS TYPE G-1	ONLY	110.0000	4.00
013	ADJUSTING MANHOLES	ONLY	50.0000	4.00
014	CONCRETE CURBS	CU YDS	54.0000	45.67
015	CONCRETE DRIVEWAYS	SQ YDS	5.4000	28.00
016	EXTRA FOR A C CONC APPROACHES	ONLY	30.0000	6.00
6001J	LIQUIDATED DAMAGES	DAY	30.0000	7.00
	FORCE ACCOUNT ITEMS			
801 F	FLAGGING			
802 F	RELAY 18IN CULV			
803 F	INST 12IN CULVERT			

DATE: 11/22/67

PREVIOUS VOUCHER NO.: 7052

CHECKED BY: 15780 CP/md

ENGINEER OR AUDITOR: L. L. MacIntyre

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7052	4 Final	302-1705-204 (41) 668.33 Dr.
	FEDERAL AID PROJECT NO.		

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P SUM	370.0000	1.000	370.00	370.00	
YDS	1.2900	1,423.400	1,836.19	1,836.19	
	2,000.0000	.150	300.00	300.00	
YDS	3.0000	59.460	178.38	178.38	
ALS	5.0000	47.500	237.50	237.50	
YDS	3.6000	327.000	1,177.20	1,177.20	
YDS	3.5000	2,193.300	7,676.55	7,676.55	
YDS	4.0000	29.100	116.40	116.40	
S	60.0000	5.470	328.20	328.20	
S	8.0000	743.480	5,947.84	5,947.84	
FT	4.5000	196.000	882.00	882.00	
Y	110.0000	4.000	440.00	440.00	
Y	50.0000	4.000	200.00	200.00	
YDS	54.0000	45.670	2,466.18	2,466.18	
YDS	5.4000	28.000	151.20	151.20	
LY	30.0000	6.000	180.00	180.00	
Y	30.0000	7.000	210.00	210.00	-
			10.93	10.93	
			133.55	133.55	
			164.09	164.09	

TOTAL CONTRACT ITEMS	22,277.64	22,277.64	
% RETAINED ON CONTRACT ITEMS		668.33	668.33
FORCE ACCOUNT	308.57	308.57	
TOTAL PAYMENTS	22,586.21	21,917.88	668.33

RECEIVED
DEC 1 - 1967
FOR FILING
302-1705
7052

November 29, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7052 awarded to M. O. Salmon for grading and paving 9th Street in Philomath in Benton County was completed on October 14, 1967, and accepted by the Highway Commission on November 28, 1967.

Final payment in the amount of $668.33 will be released to the contractor after December 6, 1967. The total contract amount is $22,586.21 including $308.57 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc M. O. Salmon
Route 1, Box 232K
Albany, Oregon 97321

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1967
FOR FILING
302-1705
7052

November 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1967, on Contract No. 7052. The contract was with M. O. Salmon and was for grading and paving on the 9th Street Section in the city of Philomath in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 28, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. J. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

302-1705
7052

FORM S-1 (REV 10-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Philomath (9th Street)		WEEK ENDING: Nov. 4, 1967
		SECTION PREFIX: 302-1705
HIGHWAY: City Street		COUNTY: Benton
NAME OF JOB: Philomath (9th St.)	KIND OF WORK: Grading and Paving	
CONTRACTOR: M.O. Salmon	CONTRACT NUMBER: 7052	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Aug. 7, 1967	DATE WORK STARTED: August 16, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50	CALENDAR DAYS USED 57
PROJECT AUTHORIZATION: $ 27,321.95	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 114
EXCLUSIVE OF ENGINEERING: $ 25,385.56	ENGINEERING AUTHORIZATION $ 1,943.39	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,796.21	ENGINEERING COST TO DATE $ 3,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 10 %	PERCENT OF AUTHORIZATION . . . . . 159 %	DATE PROJECT WAS COMPLETED: October 14, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0.15	0.15			0.15
MILES COMPLETED	0.15	0.15			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,600 CY	2,580 CY			750 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,423 CY	2,520 CY			744 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,423 CY	2,520 CY			744 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project	Completed			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			Routing: Morgan, Decker, Bond, Parker, Baker, Crane, Water, Pease, Morelock, Trout, Scott, Wills, Litchfield, Olson
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	~~Fair~~ Overcast			
SATURDAY	~~Fair~~ Cloudy			

RECEIVED
1967
CONSTRUCTION
BEN GILFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

The Semi-final Estimate will be in the Division Office Friday, Nov. 3, 1967 or Monday, Nov. 6, 1967.

F I N A L R E P O R T

The Engineering charges are over the allowable percentage by a considerable amount. This is due, in part, to Contractors somewhat indefinate operating schedule; necessary Material Checks; more than usual staking controls made necessary by steep grade; Railroad Crossing; Utility adjustments which include sewer, water, gas, power, etc. These charges are not built on padded or inactive engineering time but they still represent 13.6% approximately.

SIGNED L.L. MacIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 2 - 1967
FOR FILING
362-1705
7052

City of Philomath

DEPARTMENT OF PUBLIC WORKS
PHILOMATH, OREGON
97370

October 26, 1967

Oregon State Highway Commission
Salem, Oregon

Att: Mr. L. L. MacIntyre

Gentlemen:

The Mayor and Common Council, City of Philomath, Oregon through council action on October 23, 1967, accept the work as performed under your grading and paving contract No. 7052 as awarded to M. O. Salmon, Contractor, August 7, 1967.

The City of Philomath, further, will assume all maintenance of said project as of date.

The proficiency of the State Engineering staff together with the desire of the contractor to perform in an efficient and businesslike manner and the cooperation of the engineers and contractor with the people on 9th Street Project caused many favorable comments.

By direction of the Mayor and Common Council.

Respectfully yours,

Arthur Miville

Arthur Miville, Superintendent
of Public Works

AVM/eb

Copies to:
F. D. Morgan
L. H. Young
Floyd Query
H. S. Cox

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

SCA

NOTED
H. S. COX

Project Name Ninth Street Contract No. 7052

Highway Philomath City Street Prefix No. 302-1705

County Benton F. A. No. State

Final inspection made on 10-18-67 By Gerald Wimer

in company with L. L. MacIntyre, Resident Engineer; and Arthur Miville, City Superintendent.

RECEIVED
OCT 23 1967
ENGINEER
COUNTY & CITY DIVISION

CHECK LIST

Date			
10-14-67	Construction signs removed.	Never closed	Opened to traffic.
Was none	Salem Office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
10-15-67	Contractor removed equipment from project.		
10-17-67	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project appearance and ride are good. City is going to add topsoil and construct a street connection, which were not the responsibility of our contractor. Letter of acceptance from City will follow after their Council meeting next Monday.

All contract work on this project has been completed and recommendation is made for acceptance on 10-14-67 (date). The semi-final estimate will be submitted about 11-6-67.

cc: Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~Maintenance Engineer~~
~~Bridge Engineer~~
Resident Engineer L. L. MacIntyre
District Maintenance Supt. H. C. Johnson
Traffic Engineer F. B. Crandall
County & City Engineer H. S. Cox

Copies sent to all named 10-19-67. agn

NOTED
RICHARD UNREIN

(signed) Asst. Division Engineer (title)

NOTED
DON HARWELL

Order #43953

8-8-67

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-396

In the matter of the application of the CITY OF PHILOMATH, for authority to alter a highway crossing at grade across the tracks of Southern Pacific Company.) ORDER

On April 27, 1967, the City of Philomath, Oregon, filed application, amended June 13, 1967, seeking authority to alter a highway-railroad crossing at grade pursuant to provisions of ORS 763.030.

Attached to and a part of the amended application is a drawing entitled "Vicinity Map and Profile Ninth Street (Philomath) Section" which shows the vicinity location, distances, dimensions and details relevant to the proposed project.

Applicant alleges that the persons or parties affected by the proposed construction are Benton County, the State of Oregon (Oregon State Highway Commission) and the Southern Pacific Company. Copies of the amended application and attached drawing were served upon the above named parties who subsequently advised the Commissioner that they have no objection to the granting of such amended application.

Subsection (2) of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting the authority or relief requested without the hearing otherwise required under this chapter. No such issues within the purview of the above cited statute are raised by any party to this proceeding. No need exists for public hearing herein and the expenses and delays that would be incurred by the holding of such hearing in this matter are not justified. Good cause appearing therefor, such hearing will not be held.

Based upon the amended application, the record herein and an investigation in the field, it is found that:

Applicant is a "Public Authority", Southern Pacific Company is a "Railroad" and the public thoroughfare involved is a "Highway" all as defined in ORS 763.010.

Applicant proposes to alter a crossing at grade across a single branch track of the Toledo Branch of the Southern Pacific Company. The crossing is of Ninth Street in the City of Philomath, County of Benton, presently identified as Crossing No. CK-708.95 in the Commissioner's Catalog of Crossings.

More specifically, the crossing is located in the Northeast Quarter of the Southeast Quarter (NE¼SE¼) of Section 11, Township 12 South, Range 6 West, Willamette Meridian.

Ninth Street is to be widened to 40', curb to curb over the affected track. The area to be reached after said alteration is a housing area located between Pioneer and Main Street.

The 1966 average daily traffic over the point of crossing was 400 vehicles. It is estimated that traffic volume will increase to 680 vehicles daily in 20 years. The normal daily train moves consist of an average of two movements daily. Maximum speed of trains is 20 miles per hour.

After alteration Ninth Street will approach the crossing on a descending grade of 11.25% from the north and on an ascending grade of 12.00% from the south. The sight distances of persons and vehicles approaching the proposed crossing on Ninth Street will be as follows:

(a) From a point 25 feet north of crossing - 450 feet right and 60 feet to the left.

(b) From a point 25 feet south of crossing - 600 feet to the right and 450 feet to the left.

(c) From a point 300 feet north of the crossing - 270 feet to the right and 35 feet left.

(d) From a point 300 feet south of the crossing - 75 feet to the right and 50 feet left.

The intersection of railroad and highway will be at an angle of 78°.

Applicant proposes in its amended application for the purpose of protecting traffic over the crossing, that there be installed two standard reflectorized crossbuck signs and a stop sign facing southbound traffic and two advance warning signs in appropriate locations in advance of the tracks.

Applicant proposes that the construction and maintenance of crossing, and costs thereof, be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans, specifications and award a contract for the construction of the highway.

(b) Furnish and install a "STOP" sign facing southbound traffic at an appropriate location on the North side of the track.

(c) Furnish and install advance warning signs signs at appropriate locations on either side of the track.

THINGS TO BE DONE BY RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

(a) Furnish and install two Commissioner's Standard No. 1R reflectorized Crossbucks which shall be located at appropriate locations along the highway on each side of the railroad track.

(b) Make such rearrangement of communication lines as may be required.

(c) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by the highway roadway, install continuous rails throughout the crossing, and install a Gumwood Plank crossing for a width, when measured along the centerline of the track, of 48 feet.

(d) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the construction of the crossing.

(e) Maintain the railroad tracks, ties, ballast, crossbucks and other railroad facilities after construction of the crossing.

No objections are made to the alteration and construction of the crossing as proposed. When protected as set forth above, the crossing will be sufficiently safe for the normal use thereof that is now anticipated.

The method of construction and the terms for apportionment of the costs of alteration and maintenance of the crossing and required warning devices, all as set forth hereinabove, are just and reasonable. Said proposal is, therefore, approved.

From the foregoing it is concluded that it is in the public interest that the amended application be granted and the crossing be altered in accordance with the following provisions. It is therefore

ORDERED that the amended application of the City of Philomath be and the same hereby is granted under the following terms and conditions:

1. The construction of the alteration of the crossing shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with details as contained in the amended application and on the drawing attached thereto;

2. The crossing shall be surfaced to a level with the top of rails for the full traveled width of the roadway and between the rails

and to the ends of ties, with such materials or combination of materials as will make a smoothly contoured highway surface;

3. There shall be installed in appropriate protective locations on each side of the crossing one Public Utility Commissioner's Standard #1R reflectorized Crossbuck, and one advance warning sign. There shall also be installed one stop sign facing southbound traffic at an appropriate location on the North side of the track;

4. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that the designation CK-708.95 be continued and maintained at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 8th day of August, 1967.

Sam R. Hall
Public Utility Commissioner

(SEAL)

RECEIVED
SEP 19 1967
FOR FILING
302-1705
7052

Bid July 27

August 8, 1967

Mr. M. O. Salmon
Route 1, Box 232E
Albany, Oregon 97321

Dear Mr. Salmon:

The State Highway Commission on August 7 accepted your proposal for grading and paving Ninth Street in Philomath in Benton County for the sum of $23,792.40 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Later that same day these conditions were fulfilled and the State Highway Engineer awarded you the project, which was assigned Contract No. 7052.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland, Ore.
R.D. Asburry
L. L. MacIntyre
Frank Morgan
L.H. Young
I. D. Merchant
C. D. Matthis

Salem, Oregon
July 31, 1967

NOTED
H. S. COX

1967 Special City Allotment Project
9th Street
City of Philomath
Advance Deposit

Mr. C. H. Maison
Controller

B U I L D I N G

Attached is the City of Philomath's check No. 6615 in the amount of $2,950 and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RUinr
Att.

cc: L. H. Young
F. D. Morgan
T. L. Litchfield

NOTED
DON HARWELL

FORM E-122

COMMISSIONERS
GLENN L. JACKSON CHAIRMAN
MEDFORD
KENNETH M. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 26, 1967

Mr. Arthur V. Miville, Sr.
Superintendent of Public Works
Box 549
Philomath, Oregon 97370

Dear Mr. Miville:

On July 27, 1967, the State Highway Commission opened bids on the 1967 Special City Allotment project on 9th Street in Philomath. The apparent low bid was submitted by M. C. Salmon of Albany and the anticipated cost based on the bid is as follows:

Contractor's bid*	$ 23,782.40
Anticipated Additional Items	500.00
TOTAL	$ 24,282.40
Engineering & Contingencies (12½%)	3,036.55
TOTAL	$ 27,318.95
Estimated city share of preliminary engineering	102.26
TOTAL ANTICIPATED COST	$ 27,431.21

* Includes $2,140.40 for concrete curbs & driveways.

Estimated city share of project cost:	
Concrete curbs & driveways	$ 2,140.40
City share of preliminary engineering	102.26
TOTAL	$ 2,242.66

As the contract cannot be awarded until the City has deposited its estimated share of the cost, at your earliest convenience please forward a check or warrant to this office in the amount of $2,950 made payable to the Oregon State Highway Commission.

Very truly yours,

R. A. Cox
Highway and City Engineer

Richard Unsain

cc: Richard Unsain
Field Engineer

RECEIVED
JUL 31 1967
ENGINEER
COUNTY & CITY DIVISION

City of Philomath Ck #6615 in the amount of $2950.00 mailed 7/28/67

PHILOMATH (9TH STREET) SECTION

CITY STREET

BENTON COUNTY

State Project
0.15 mi. Grading and Paving

Bids Received July 27, 1967

1.	All Specified	Clearing and Grubbing		$ 500.00
2.	1,600 cu.yd.	General Excavation, Unclassified	$ 1.00	1,600.00
3.	0.15 mile	Finishing Roadbed and Slopes	2,000.00	300.00
4.	50 cu.yd.	Trench Excavation	3.50	175.00
5.	140 M-gal.	Watering	3.50	490.00
6.	330 cu.yd.	3/4" - 0 Material in Base	3.75	1,237.50
7.	2,250 cu.yd.	Stone Base	3.50	7,875.00
8.	30 cu.yd.	3/4" - 0 Aggregate in Prime Coat	6.00	180.00
9.	5 ton	RC-250 Asphalt in Prime Coat	60.00	300.00
10.	750 ton	Class B Asphalt Concrete	8.00	6,000.00
11.	210 lin.ft.	18-inch Culvert Pipe	5.25	1,102.50
12.	4 only	Concrete Inlets, Type G-1	150.00	600.00
13.	4 only	Adjusting Manholes	75.00	300.00
14.	50 cu.yd.	Concrete Curbs	50.00	2,500.00
15.	26 sq.yd.	Concrete Driveways	6.00	156.00
16.	10 only	Extra for A.C. Conc. Approaches	35.00	350.00

For Comparison of Bids $23,666.00 23,792.40

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$23,666.00	23,792.40
Anticipated Additional Items:		
Flagging	500.00	500.00
	$24,166.00	24,292.40
Engr. & Cont. (12-1/2%)	3,020.75	3,036.55
Estimated Net Authorization, Constr.	$27,186.75	27,328.95
		C.H. SHARE .4% 102.26
		27,431.21

1,328.95 x .400 = 102.26
27328.95

SCA

Length 0.15 mile

C.I.

Section Piedmont (9th St) Project Allotment $ 27 000

Highway City Street

County Benton

Completion 50 calendar days.

Kind of Work G & P

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ ~~23366~~ - 23,666
Anticipated Additional Items:	
(Adj.) R.R. Crossing	500
Flagging	500
	1000 - 1,000
	$ 24366 - 24,666
Engr. & Cont. (12½%)	3045.75 3,083.25
Total	$ 27 411.75 27,749.25
Credit for Maint. Rock	~~105.25~~ 119.25
Estimated Net Authorization, Constr.	$ ~~27,517~~.00 27,868.50

R.E. Est. @ 1200

~~24411.75~~ 105.25
~~27411.75~~ × 1200 = 105.25

Est. Cr. Thru R.E.

NOTED
H. S. COX

RECEIVED
JUN 13 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Philomath (9th St.)

NOTED
RICHARD UNREIN

JUVE
6-12-67

Clearing and Grubbing	All Specified		500.00
General Excavation Unclassified	1600 cu.yd.	1.00	1600 -
Finishing Roadbed and Slopes	0.15 Mile	2000.00	300 -
Trench Excavation	50 cu.yd	3.50	175 -
Watering	140 M-Gal	3.50	490 -
3/4"-0 Material in Base	330 cu.yd.	3.75	1237.50
Stone Base	2250 cu.yd	3.50	7875 -
3/4"-0 Aggregate in Prime Coat	30 cu.yd	6.00	180 -
RC-250 Asphalt in Prime Coat	5 ton	60.00	300 -
Class B Asphalt Concrete	750 ton	8.00	6000 -
18-inch Culvert Pipe	210 lin.ft	5.25	1102 50
Concrete Inlets, Type G-1	~~8~~ 4 only	150.00	~~300~~ 600 -
Adjusting Manholes	4 only	75.00	300 -
Concrete Curbs.	50 cu.yd	50.00	2500 -
Concrete Driveways.	26 sq.yd	6.00	156 -
Extra for P.C. Conc. Approaches.	10 only.	35.00	350 -
			~~23,666~~ 23,666 -
Flagging $500 ea		Anticipated	~~23,366~~ 1000 -
			~~24,866~~ 24,866 -
RR. Grade Crossing 500 -			
		E & C. 12½%	~~3045.75~~ 3083.25
			~~27411.75~~ 27,749.25

RECEIVED
JUN 13 1967
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
COMMISSIONERS 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

302-1705
7052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 5, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J.A. Holmes

Re: Alteration of Grade Crossing
Philomath (9th Street) Section
Benton County
YOUR FILE: 913643/323-2
0-0-Phi-67-1

Gentlemen:

Please refer to my letter of March 28, 1967 concerning the above-captioned project. In this letter, I indicated that the State will reimburse the railroad for all expenses incurred on this project. I have been advised, however, by our County-City Division that this obligation should be borne by the City, not the State.

Our agreement with the City provides that the City shall, without cost to the State, relocate or reconstruct or cause to be relocated or reconstructed all the utilities, including railroad facilities, made necessary to conform to the plans and ultimate requirements of the project. Therefore, the railroad's agreement should be with the City and not with the State, since the City is obligated to stand all expense incurred by the railroad. The State's contractor will be required to provide railroad protective insurance in the usual manner. This agreement should probably be of a similar form as that recently executed by the City of Turner for the improvement of the Chicago Street grade crossing.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg
cc: SP - Portland
A.V. Miville, Sup't. of Public Works, Philomath
E.B. Klaboe
R.D. Asburry
H.S. Cox
F.W. Sugnet

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 31, 1967

Grade Crossing Alteration
1967 Special City Allotment Project
9th Street
City of Philomath

Mr. Ted Litchfield
Utilities Liaison Engineer

B U I L D I N G

This office noted that your recent letter of March 20, 1967, addressed to Southern Pacific Railroad stated that alteration of subject crossing would be subject to reimbursement by the State.

On Special City Allotment projects our regulations and agreements state that the City shall, without cost to the State, relocate or reconstruct, or cause to be relocated or reconstructed, all utilities, including railroad facilities, made necessary to conform to the plans and ultimate requirements of any project under this program. Therefore, we feel that the primary responsibility for such adjustment lies with the City and that they should directly be responsible for same. As to the Highway Department's role in these projects we should be of service to the Cities in helping them correspond with the various utility companies and furnish them with the necessary P.U.C. maps and plans.

We request that Southern Pacific be contacted and told that the State will not reimburse them for the work as outlined in your recent letter and that the City of Philomath will be directly responsible for any such work and agreements pertaining to this crossing as agreed upon by the City and railroad.

H. S. Cox
County and City Engineer
County and City Division

RWmr

cc: F. B. Klaboe
F. B. Morgan
R. D. Asburry
F. W. Sugnet

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

FORM E-183X REM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 30 1967
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J.A. Holmes

Re: Alteration of Grade Crossing
Philomath (9th Street) Section
Benton County
YOUR FILE: 913643/323-2
0-0-Phi-67-1

Gentlemen:

The construction of the above-captioned section of 9th Street in the City of Philomath requires the alteration of Grade Crossing No. CK-708.95. Attached you will find two prints of our PUC Map No. 9B-2-6 which is also a detail map of the entire project.

The street through its length between Pioneer Street and Main Street will be improved to a 40-foot curbed section composed of two 11-foot travel lanes with 9-foot parking lanes. The wearing surface will be asphaltic concrete. It is proposed that the existing PUC Standard No. 1 Crossbucks will be replaced with PUC Standard No. 1R Reflectorized Crossbucks and a "STOP" sign facing southbound traffic as crossing protection to the vehicular traffic.

It is also proposed that the railroad, subject to reimbursement by the State, will renew the ties and ballast, install a continuous rail throughout the crossing, and install a Gumwood Plank crossing 48-feet wide when measured along the centerline of the track. The railroad should also rearrange communication lines to conform to the new construction and provide the necessary watchmen, flagmen, and inspection to protect railroad traffic during the period of construction.

State will prepare plans, specifications and award a contract for the construction of the highway. State will also reimburse the railroad all their expenses required by the project in accordance with PPM 30-3 dated October 15, 1966 and all supplements thereto. Future maintenance of the crossing and crossbucks should be borne by the railroad in accordance with franchise granted to the Southern Pacific Company dated November 4, 1884 by the City of Philomath.

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

If the foregoing is satisfactory, please proceed with the preparation of a construction agreement for this project. The agreement should be for the duration of construction only and should contain an estimate of anticipated railroad expenses for this project.

Additional information will be submitted to you in the usual manner as it becomes available. Bids are scheduled to be opened for this project on July 27, 1967.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Attachments

cc: SP - Portland
Mr. A.V. Miville, Superintendent of Public Works, Philomath, Ore.
F.B. Klaboe
R.D. Asburry
H.S. Cox
F.W. Sugnet

RECEIVED
MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
December 20, 1966

1967 Special City Allotment Projects
Utility Adjustments

Mr. T. W. Litchfield
Utilities Liaison Engineer

B U I L D I N G

Attached is a copy of the 1967 Special City Allotment Program approved by the Highway Commission at its December 19, 1966 meeting. Also enclosed is a copy of a standard agreement used for these projects.

You will note that projects in Philomath, Tualatin, and Sweet Home may involve railroad work. As per terms of the standard Special City Allotment Agreement, which this office prepares with each city, utility adjustments, including railroad facilities, are the responsibility of the cities. As the majority of cities covered by this program are small and unfamiliar with the correct procedures for handling such matters, it is requested that close liaison by your office be established with each city.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Engineer

RU:nr
Att.

cc: F. B. Klaboe

NOTED
DON HARWELL

DEPT. OF
MAR 30 1967

302-1705

7052

March 29, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3300

City of Philomath
City Hall
Philomath, Oregon 97370

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Philomath in Benton County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM B-[illegible] 7-66

RECEIVED
APR 1 1967
[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

302-1705

7052

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J.A. Holmes

Re: Alteration of Grade Crossing
Philomath (9th Street) Section
Benton County
YOUR FILE: 913643/323-2
0-0-Phl-67-1

Gentlemen:

The construction of the above-captioned section of 9th Street in the City of Philomath requires the alteration of Grade Crossing No. CK-708.95. Attached you will find two prints of our PUC Map No. 9B-2-6 which is also a detail map of the entire project.

The street through its length between Pioneer Street and Main Street will be improved to a 40-foot curbed section composed of two 11-foot travel lanes with 9-foot parking lanes. The wearing surface will be asphaltic concrete. It is proposed that the existing PUC Standard No. 1 Crossbucks will be replaced with PUC Standard No. 1R Reflectorized Crossbucks and a "STOP" sign facing southbound traffic as crossing protection to the vehicular traffic.

It is also proposed that the railroad, subject to reimbursement by the State, will renew the ties and ballast, install a continuous rail throughout the crossing, and install a Gumwood Plank crossing 46-feet wide when measured along the center-line of the track. The railroad should also rearrange communication lines to conform to the new construction and provide the necessary watchmen, flagmen, and inspection to protect railroad traffic during the period of construction.

State will prepare plans, specifications and award a contract for the construction of the highway. State will also reimburse the railroad all their expenses required by the project in accordance with PPM 30-3 dated October 15, 1966 and all supplements thereto. Future maintenance of the crossing and crossbucks should be borne by the railroad in accordance with franchise granted to the Southern Pacific Company dated November 4, 1884 by the City of Philomath.

If the foregoing is satisfactory, please proceed with the preparation of a construction agreement for this project. The agreement should be for the duration of construction only and should contain an estimate of anticipated railroad expenses for this project.

Additional information will be submitted to you in the usual manner as it becomes available. Bids are scheduled to be opened for this project on July 27, 1967.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

Attachments

cc: SP - Portland
Mr. A.V. Miville, Superintendent of Public Works, Philomath, Ore.
~~F.B. Klaboe~~
R.D. Asburry
H.S. Cox
F.W. Sugnet

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MAR 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION ENGINEER'S SUMMARY
AND
PRELIMINARY DRAFT OF SPECIFICATIONS

PHILOMATH CITY STREET (NINTH)

March 2nd. 1967

The purpose of this survey was to prepare plans, profiles, cross-sections and cost estimate for the improvement of a portion of Ninth Street in the City of Philomath.
The Northerly terminus of the survey is at Ninth and Pioneer Street and the southerly terminus is at Ninth and Main Street. The length of the project is 0.16 mile. This is a City Street to be improved under the 1967 special City Allotment Funds Program and is not on any Federal Aid or State System route.
There are no curves in the horizontal alignment; the maximum grade is twelve percent, and therd is one crossing of the Southeren Pacific Railroad which will be made a grade. The City of Philomath will be the principal in any negotiatons required with Southeren Pacific Railroad Company; public utilities Commissioner, and any others required,having to do with permits, etc., in connection with the crossing. Utility adjustments, both private and City owned, will be the full responsibility of the City of Philomath.
The proposed section design curbed, forty feet between curb faces, a base design recommended by the Soils and Geology Section as 13½ inches of gravel base, 2 inches of leveling course, and 3 inches of Asphaltic Concrete pavement.
The City of Philomath was to furnish any Right of Way needed, but none will be necessary in addition to the existing eighty foot wide right of way now established for this street. There will be no abandonment of Right of Way.
Grade controls are at Pioneer Street, Railroad Crossing, College Street, and Main Street. There are no Bench Marks within the limits of the project, however there is U.S.Cand G. S. monuments within a very reasonable distance of the project.
There does not appear to be any slide conditions or unusual earthwork problems within the limits of the project.
Sidewalks will not be constructed as part of this project. Street Curbs will be constructed.

ITEM 1 - Clearing and Grubbing will consist of removing approximately four small trees, laurel hedge, 2 existing cross drains, and incidental concrete structures, etc., and in general will be done in accordance with The current Standards for Highway Construction particularly section 100

ITEM 2 - General Excavation. This will involve excavation approximately 1,470 cubic yards of earth material (Unclassified). A small amount of this work will have to be done in the vicinity of, and possibly across, the Southeran pacific Railroad Right of Way and Tracks. The excavated material will be placed in fills on the project, and should involve very little, if any hauling across the rails of the Southeren Pacific Company. Agreements will have to be made with the Railroad Company. The General Excavation Item will be unclassified and be done in accordance with State of Oregons current Standards for Highway Construction, more particularly Section 102.

ITEM 3 - Finishing Roadbeds and Slopes. This item shall be done in accordance with Oregon's current Standards for Highway Construction, more particularly section 103.

ITEM 4 - Trench Excavation. This item will involve the excavation of trench for culverts on this project, and shall be done in accordance with Oregon's current Standards for Highway Construction, more particularly section 106.

ITEM 5 - Watering. This item to be done in accordance with Oregon's current Standards for Highway Construction, particularly section 108.

ITEM 6 - Stone Base. Approximately 2,025 Cubic Yards of material to be furnished in accordance with Oregon's Standards for Highway Construction, particularly section 202.

ITEM 7 - $\frac{3}{4}$"-0 Material in Base. This will involve the placement of approximately 300 cubic yards of material which will be done in accordance with Oregon's current Standards for Highway Construction, particularly section 202.

ITEM 8 - $\frac{3}{4}$"-0 Material in Prime Coat. This will consist of placing approximately 5 tons of Asphaltic material covered with approximately 33 cubic yards of $\frac{3}{4}$"-0 material which shall conform to Oregon's current standards for Highway Construction, particularly section 202.

ITEM 9 - RC 250 Asphalt in Prime Coat. Standard Specifications - Section 210.

ITEM 10 - Class "B" Asphaltic Concrete. This involves placing approximately 690 tons of Asphaltic Concrete Pavement in accordance with Oregon's Standards for Highway Construction, particularly section 320.

ITEM 11 - 18 Inch Culvert. This involves placing of approximately 140 feet of culvert in accordance with Oregon's Standards for Highway Construction, particularly section 460.

ITEM 12 - Concrete Inlets (Type G). This will involve the construction of 2 inlets near the midpoint of the project. This work to be done in accordance with Oregon's Current Standards for Highway Construction, particularly section 710.

ITEM 13 - Adjust Manholes. This item will consist of adjusting approximately four sanitary sewer manhole tops within the limits of the project, and shall be done in accordance with Oregon's current Standards for Highway Construction, more particularly section 715.

ITEM 14 - Class A Portland Cement Concrete in Curbs. This will involve the construction of 1,542 feet of concrete curb throughout the project, and will require the placement of approximately 45 cubic yards of Portland Cement Concrete. This work to be done in accordance with Oregon's Standards for Highway Construction, particularly section 720.

ITEM 15 - Portland Cement Concrete Driveway. This work will involve the replacement of a portion of one Portland Cement Concrete Driveway and will involve approximately 7 square yards of driveway replacement. This work to be done in accordance with Oregon's Standards for Highway Construction, more particularly section 721.

ITEM 16 - Extra for Paving Asphaltic Concrete Driveways. This involves paving approximately 7 driveways which are to be done in accordance with Oregon's Standards for Highway Construction, more particularly section 725.

ESTIMATE OF COST
NINTH ST. - PHILOMATH SECTION
CITY STREET

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1.	Clearing and Grubbing (1.5 acres)	All	All	-	All		$ 250.00
2.	General Excavation Unc.	Cu. Yd.	1,470	130	1,600	1.00	1,600.00
3.	Finishing Roadbeds and Slopes	Mile	0.16	-	0.16	1,200.00	192.00
4.	Trench Excavation	Cu. Yd.	35	5	40	3.50	140.00
5.	Watering	M/Gal.	68	7	75	3.50	262.50
6.	Stone Base	Cu. Yd.	2025	205	2230	3.50	7,805.00
7.	¾-0 Material in Base	Cu. Yd.	300	30	330	3.75	1,237.50
8.	¾-0 Material in Prime Coat	Cu. Yd.	30	3	33	5.75	189.75
9.	RC-250 Asph. in Prime Coat	Ton	4.6	0.4	5.0	90.00	450.00
10.	Class "B" A. C.	Ton	690	70	760	8.00	6,080.00
11.	18 inch Culvert	Lin. Ft.	140	10	150	5.25	787.50
12.	Concrete Inlets, Type G	Each	2		2	110.00	220.00
13.	Adjust Manholes	Each	4	1	5	75.00	375.00
14.	Class "A" Concrete in Curbs	Cu. Yd.	45	5	50	45.00	2,250.00
15.	P. C. Concrete Driveways	Sq. Yd.	7	1	8	6.00	48.00
16.	Extra for paving A. C. Driveways	Each	7	1	8	35.00	280.00
				Contract Items		SUBTOTAL	$22,167.25
	Flagging (State Share 57½%)						250.00
	State Force Account Work at Railroad Crossing						500.00
						SUBTOTAL	$22,917.25
	Contingencies and Engineering (20%)						4,433.45
						TOTAL	$27,350.70
							103.14
							$27 453.84

$\frac{2314.7}{27350.70} \times \frac{\$}{1000} = \$103.14$

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FOR FILING
302-1705
NOTED
7052 L. PORTER

2-2-67

Prefix No. 302-1409

LOCATION PROSPECTUS
NINTH STREET (PHILOMATH) SECTION
CITY STREET - BENTON COUNTY

HIGHWAY: Ninth Street, Philomath. Not on Federal-aid or State system.

TERMINI: The north end of the project is at Ninth and Pioneer Streets. The south end of the project is at Ninth and Main Streets.

LENGTH: 0.16 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading, paving and installing curbs on existing alignment. Reconnaissance is not necessary. There are no special drainage problems anticipated. Soils investigations will be conducted.

TYPICAL SECTION: Forty-foot curb-to-curb city street section.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	12" Crushed Rock
Total Depth	17"

MATERIAL: Commercial sources.

ADDITIONAL FACILITIES: There will be one railroad crossing within the project.

AGREEMENTS: Routine negotiations for a Special City Allotment Project. Negotiations with the Southern Pacific Company for the improvement of the at-grade crossing must be made by the City of Philomath. Application to the PUC Commissioner for the alterations of the railroad crossing is the responsibility of the City of Philomath. Utility adjustments are also the responsibility of the City of Philomath.

PARKS OR WAYSIDES: None.

February 2, 1967
Attach.
cc: Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

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FEB 10 1967
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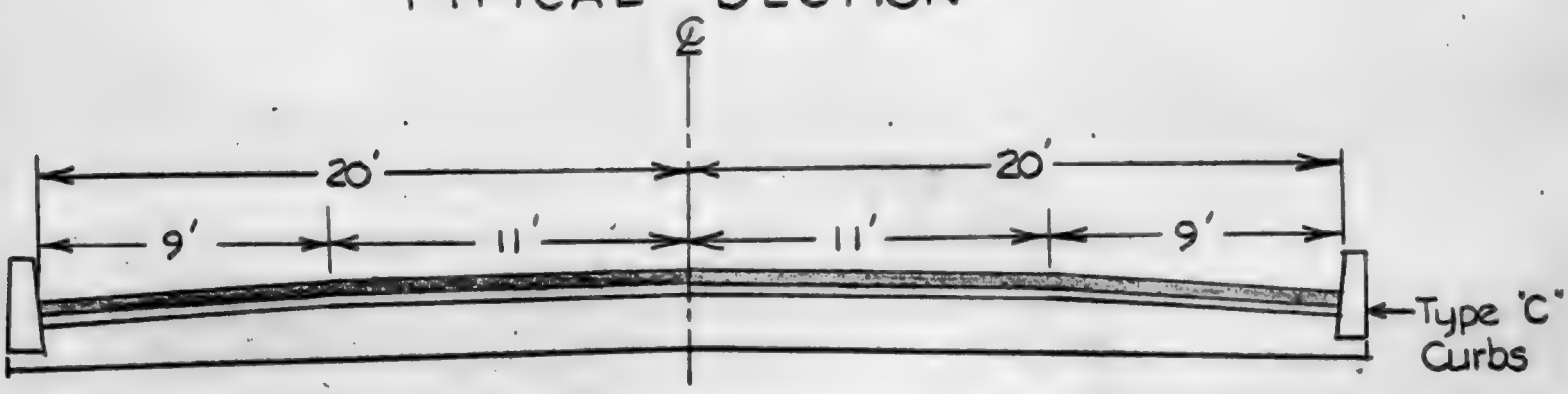
STATE HIGHWAY ENGINEER

TYPICAL SECTION



PROSPECTUS MAP

PHILOMATH (9th ST.) SECT.

CITY STREET

Benton County

January, 1967

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section NORTH 9th STREET Highway CITY OF PHILOMATH County BENTON Prefix 70552

Res. Engr. _____ Approx. Length 0.15 Miles. From Pioneer St. to Main St. Date 1-27-67

Truck A.D.T. 19 Traffic Coefficient 6.6 18 kip s.a. per day 13.3.

Annual Precipitation 39"+ (Corvallis) Frost Penetration ---------.

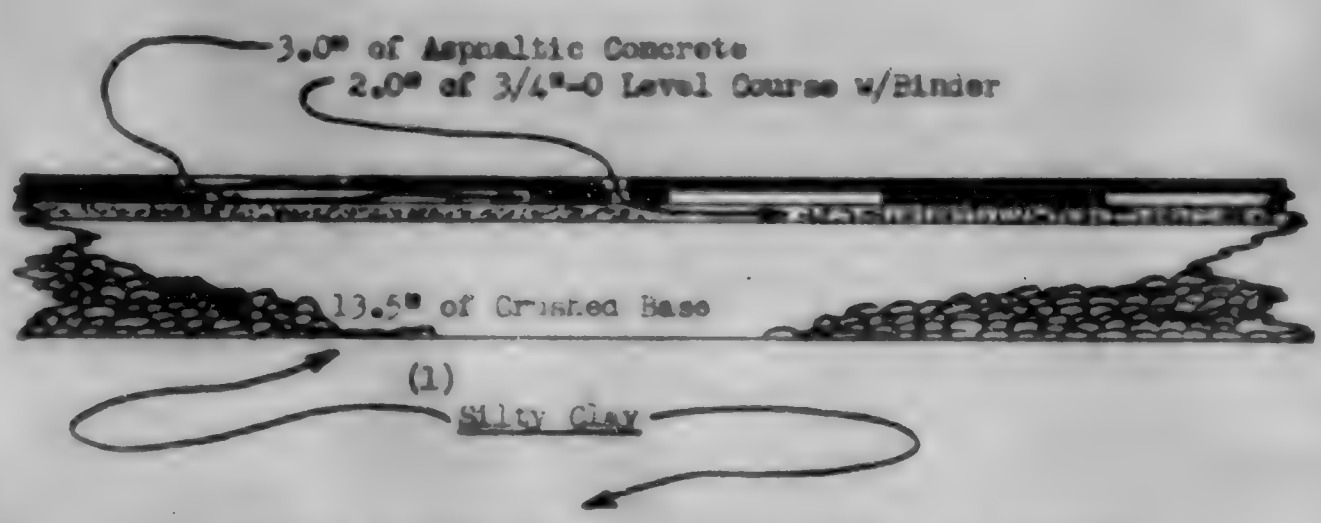
(1)
Typical Soil
42 LL
11 PI
9% %P 10
85 %P200
4 %Gravel
[redacted] %C Sand
[redacted] %F Sand
45 %Silt
40 %Clay
7 "R" Value
[redacted]

AASHO CLASSIFICATION:

A-6(8)

MATERIAL SOURCES:

To be determined by the Engineer.



	CBR Total Req.	Credit	Actual	
		0.0	3.0	A.
		2.0	2.0	Level
		13.5	13.5	Cr. Base
	21.5	21.5	18.5	

Values assigned various components of the roadway structure are shown below:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	=	0.8" Crushed Base

NOTED
F. P. KLABOE

Submitted by E. J. Berg for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

SECTION: NORTH 9th STREET

HIGHWAY: CITY OF PHILOMATH

COUNTY: BENTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1966 Present ADT 400 (Total)

B. 1986 Future ADT 680 (Total)

C. Mean ADT 540 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 7 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ .035 x (C) 540 = 19

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 19 x (H) 100 % = 19

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.6

SECTION: NORTH 9th STREET

HIGHWAY: CITY OF PHILOMATH

COUNTY: BENTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet

2. **Soils Characteristics:** See design chart attached

3. **Weather:** See design chart attached

4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.

5. **Cost Comparisons:** See remarks

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Oil or A.C.

7. **Stage Construction:** Not applicable

8. **Depressed, Surface, or Elevated Design:** Surface

9. **Conservation of Aggregates:** See remarks

10. **Stimulation of Competition:** See remarks

11. **Construction Consideration:** See remarks

12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City requested A.C.

13. **Traffic Safety:** See remarks

14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (0.15± mi.). See Items 6 and 12.

Form E-39—3M—8-60

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

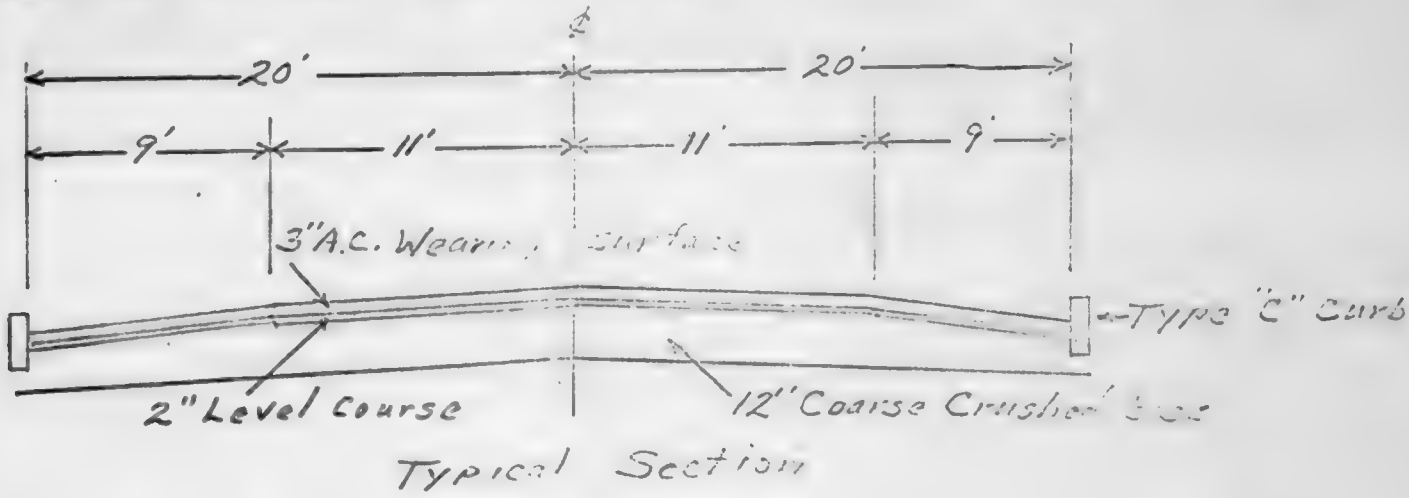
FILED
RICHARD UNREIN

Section Ninth Street (PHILOMATH) Date January 9th, 1967

Highway ~~Philomath~~ City Streets Authorization No. 1

County Benton Div. 2 Survey Prefix 302-1409 ✓
(Assigned by Salem office)

Description of termini, route, length, etc.: The Northerly terminus is Pioneer St. and the Southerly terminus is Main St. The total length is 0.16 Mile.



Typical Section

Purpose of survey: To make a field survey of the described route, prepare plans and P. U. C. map, and submit an estimate of cost.

1967 Special City Allotment

Estimate of cost:

Field survey and office work	(901)	$500.
Plans	(905)	500.
Soils	(910)	200.

Total estimated cost of survey . . . . . $ 1,200

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
L. V. McIntyre
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Ass't Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing 37938

GORDEN LARSON, MAYOR PHONE 929-6055 RALPH L. WALKER, RECORDER-TREAS.

City of Philomath

DEPARTMENT OF PUBLIC WORKS
PHILOMATH, OREGON
97870

November 8, 1966

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Mr. H.S.Cox
County and City Engineer
State Highway Department
Salem, Oregon ~~97310~~
Attn. Mr. Richard Unrein

Dear Sir;

The Common Council, City of Philomath on November 7, 1966 did resolve that the City of Philomath is willing to pay its share ($5,500) and/or all cost in excess of $25,000 for the construction of a 40' curbed section of North 9th street from Pioneer street to Main street under special city allotment act.

We appreciate your submitting our proposed project to the Highway Commission and hope that it gets a favorable vote.

Very truly yours
Arthur Miville
Arthur Miville
Supt. of Public Works

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NOV - 9 1966
ENGINEER
COUNTY & CITY DIVISION

S.C.A. INVESTIGATION DATA

City of [illegible] Date [illegible] - 66, 1966 Division II
Street (s) [illegible] Pioneer
[illegible] St. To [illegible]
No. previous projects 4
Last project 1963 (year)
Total SCA Funds to date $ 63,53[illegible]

EXISTING

Surface now in place: A.C. — Oil — Gravel X Concrete —
Surface width: 22 feet, Shoulder-shoulder width: 26-28 feet
C-C width: — feet, Right-of-way width: 80' feet

Remarks: Existing paving on St is thin with washboarding. Has 3 Miles. Dist considered accepting Mr Minnie decided to consider only Pioneer-Van [illegible] ///

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 40 feet Shoulder width: — feet C-C width: 40 feet
Thickness of: A.C. 3 inches, Leveling 2 inches, Base (12) inches
Length: 850 feet, 0.16 mile. Type curb: C

Remarks: SP R.R. x-ing needs planing + possible signalization. City pay estimated costs

road joint, but city was had A
[illegible] joint. ///

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ 300.00
General Excavation	c.y.	860	2.00	[illegible]
Drainage Excavation	c.y.	75	3.00	[illegible]
Culvert Pipe 12"	lin. ft.	575	3.75	2,156.25
Base Material (1-1/2-0)	c.y.	1,150	3.50	6,8[illegible]
Level Material (3/4-0)	c.y.	325	3.75	1,218.75
Asphalt	ton	725	10.00	7,250.00
Inlets GB	ea.	10	125.00	1,250.00
Manholes	ea.	—	—	—
Concrete Curbs TYPE C	c.y.	53	55.00	2,915.00
Concrete Walks and Drives	sq. yd.	120	4.50	[illegible]
Watering	M/gal.	65	4.00	[illegible]
Extra for Approaches	ea.	—	—	—
Adjust. Inlets and M.H.'s	ea.	—	—	—
Other 18" Culvert Pipe	Lin. ft.	66	5.00	330.00

* Items include 10% allowance.

Total	$ 25,050.00
Engineering & Contingencies (20%)	5,010.00
TOTAL	$30,060.00
City's Estimated Share of Survey	170.00
TOTAL ESTIMATED COST	$30,230.00

Subgrade

Gen. Exc. $\frac{1.0 \times 42.5 \times 500 \times 1.1}{27}$ = 860 c.y.

Sp. Exc. $\frac{2.0 \times 42.5 \times 500}{27}$ = 95 c.y.

Rock = $\frac{1.1 \times 0.5 \times 42.5 \times 500 \times 1.15}{27}$ = 1950 c.y.

Bed Rock = $\frac{1.1 \times 42.5 \times 50 \times 1.15}{27}$ = 225 c.y.

Asphalt = 0.3 in = 725 Tons

Curb & Gutter = .031 x (725) = 53 c.y.

Mulch = (.022) w/ (3275) = 65 M - Gal.

Curbs Ret. 5160 c.y.

$\frac{5,060}{30,060} \times 1601 =$ 168 City Cat. 5 Axles.

NOTED
RICHARD UNREIN SCA

PROJECT DATA, CITY OF PHILOMATH Date 6/23/66

To be financed by Special City Allotment Fund and necessary city funds.

Street name North 9th Street
(Locate project on attached map.)

NOTED
H. S. COX

Project length 1262.28'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 22 feet, width of shoulders: 9 feet

Curbed section; width curb to curb: 40 feet

Remarks City will try for citizen participation in construction of curbs and extra paving to 40' width.

Surface now in place: Oil ____ Paving ____ Gravel yes

Present surface width: 28 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 80'

Are intersecting streets curbed? Yes ____ No X

Remarks This street is a hill street. Gravel surface wore out. Expensive to maintain in present condition. Heavy traffic load.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes ____ No X

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COUNTY & CITY DIVISION

Length of desired radius on curb returns: 20 feet

Does city desire special type of curbs? Yes X No ____

Explain: Concrete

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - -

NOTED
RICHARD UNREIN

Are sidewalks now in place? Yes X No____

Present sidewalks, Length: 296 feet; Width: 4 feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes X No____; Width: 15 feet

Remarks Sidewalk is on one side of first block from Main St. north.

STORM SEWERS -

Now in place?. Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 7 feet

Remarks Open ditch on this street only feasible drainage at this time. Until outfall can be established suitable to carry water south of city.

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 4 feet

Remarks 8" feeder main.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Northwest Natural Gas
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pioneer Telephone Co-op

Railroad tracks? Yes X No ___

Which company? Southern Pacific

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks All gas mains and utility poles are located within utility strip.

WORK TO BE DONE BY CITY AS PART OF PROJECT:

NOTED
RICHARD UNREIN

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes X No ___

Remarks City will participate as much as possible

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1st

Has city established grade on street? Yes X No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

General remarks: This street is well traveled and is in such a state that it is expensive to maintain. Please give this street serious attention.

By Gordon T. Lusson
Mayor

By _____
City Recorder or City Manager

By Arthur C. Brindle
City Engineer

S.C.A.

NOTED
RICHARD UNREIN

BRIDGE PROJECT REQUESTED BY CITY OF PHILOMATH

DATE: 6/23/66

Is this to be a City-financed project? ____Yes ____No

Is this to be a State/City-financed project? X Yes ____No

Note: For City-financed projects, cost of plans must be paid by City.

1. Street name: Applegate Street
2. Name of river or stream: Newton Creek
3. Name of bridge: _____
4. Location (Please attach map with location marked): _____

   East Applegate between S. 21st and S. 24th
5. Desired width of bridge: 40'
6. Are sidewalks desired? ____Yes X No
7. Width of sidewalks: _____
8. Is sidewalk desired on upstream side of bridge? ____Yes ____No
9. Is sidewalk desired on downstream side of bridge? ____Yes ____No
10. Does City wish a particular type of bridge design? X Yes ____No

    If "Yes," explain type desired: Multi-plate arch with concrete headers or concrete bridge.
11. Will City furnish any materials for bridge: X Yes ____No

    Explain: Furnish gravel for arch culvert

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JUN 30 1966
ENGINEER
COUNTY & CITY DIVISION

12. Does City wish State Highway Department to run survey and prepare vicinity map at City expense? X Yes ____No
13. Will City run survey and furnish vicinity map? ____Yes X No
14. Will City furnish foundation data? ____Yes X No
15. Does City wish State Highway Department to make foundation tests at City expense? X Yes ____No

aw 61-c

NOTED
RICHARD UNREIN

16. Can street be closed during construction? X Yes ___ No

17. Will detour be required? ___ Yes X No

18. Will detour be constructed and maintained by City? ___ Yes ___ No

19. Will detour be constructed and maintained by contractor? ___ Yes ___ No

20. Will City construct approaches or connections? ___ Yes ___ No

21. Will contractor construct approaches or connections under contract?

X Yes ___ No

22. State width of traveled roadway: 40' Width of shoulders 10'

23. Will additional right-of-way be required? ___ Yes X No
NOTE: Right-of-way costs must be paid by City.

24. Will additional right-of-way be acquired by deed ___, resolution ___?

25. Does City wish State to prepare option forms for City's use in

acquiring right-of-way? ___ Yes X No

26. Will old bridge remain in place? ___ Yes X No

27. Will old bridge be removed by contractor? X Yes ___ No

28. Will old bridge be removed by City? ___ Yes X No

29. Does City wish old bridge salvaged for future use? ___ Yes X No

30. If project is City-financed bridge, does City wish State Highway Department to furnish construction engineering and inspection at

City expense? X Yes ___ No

31. Does City wish State Highway Department to advertise and accept bids?

___ Yes ___ No NOTE: If City-financed project, bids must be referred to City for City to award contract.

32. Does City wish lightpost bases and conduit installed? ___ Yes X No

33. Does City wish complete job of illumination in project?

___ Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___ Yes X No Size _____

car 61-C

(b) Sanitary sewer main: X Yes ___ No Size 10"

(c) Storm sewer mains: ___ Yes X No Size ___

(d) Gas mains: ___ Yes X No Size ___

(e) Power lines: ___ Yes X No

(f) Telephone lines: ___ Yes X No

(g) Other utilities? None

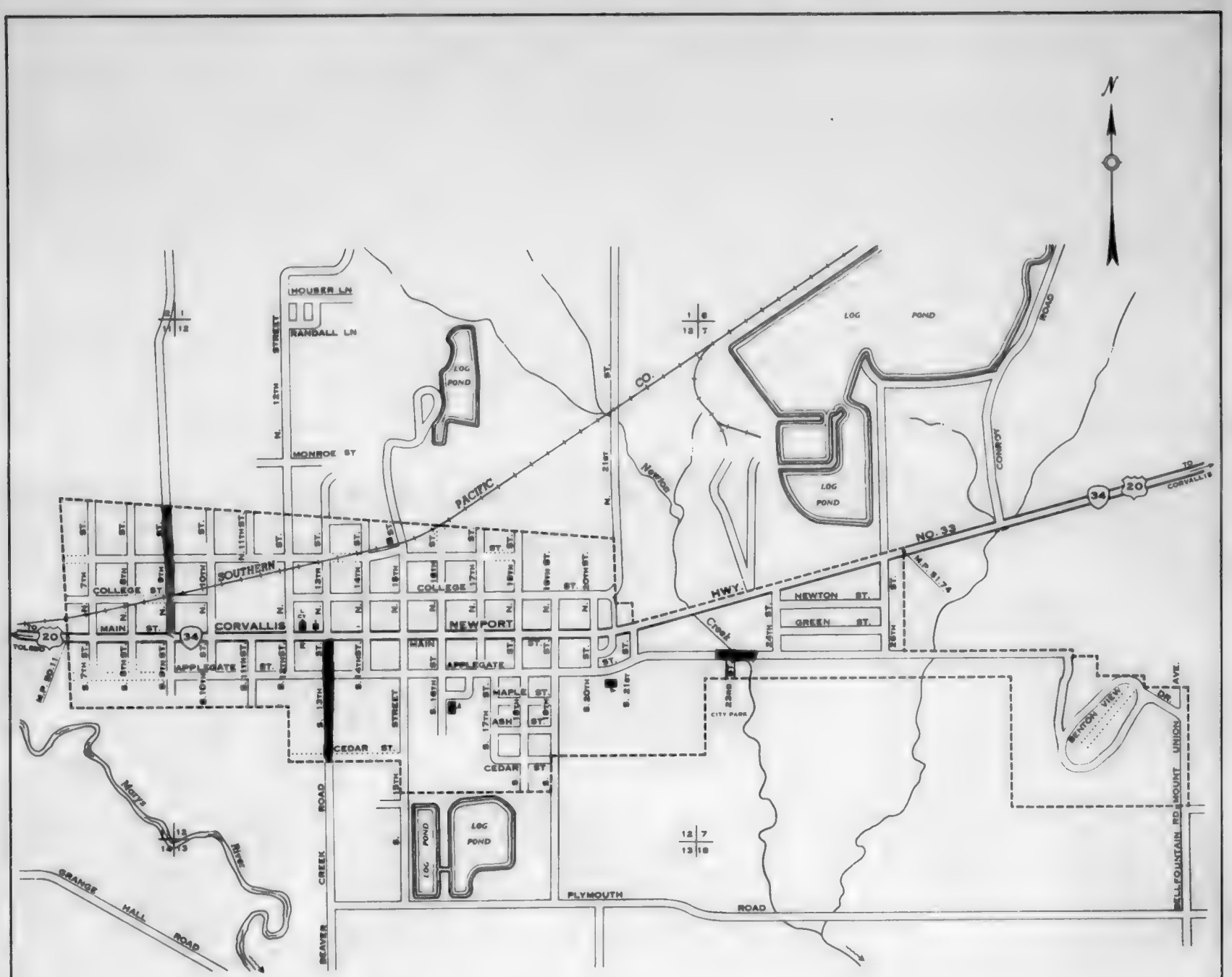
35. What is desired date for letting? June - July

Remarks: Present bridge is only foot bridge. I believe arch culvert would serve best.

By Gudert E. Larson Mayor

By Arthur V. Mueller Supt.

CCR 61-C



Red 1st Choice
Blue 2nd Choice
Black 3rd choice

RECEIVED
JUN 30 1966
ENGINEER
COUNTY & CITY DIVISION

SIGNED ROUTES LEGEND

INTE
U.S.
ORE.

CITY LIMITS

PHILOMATH

ENTON COUNTY, OREGON

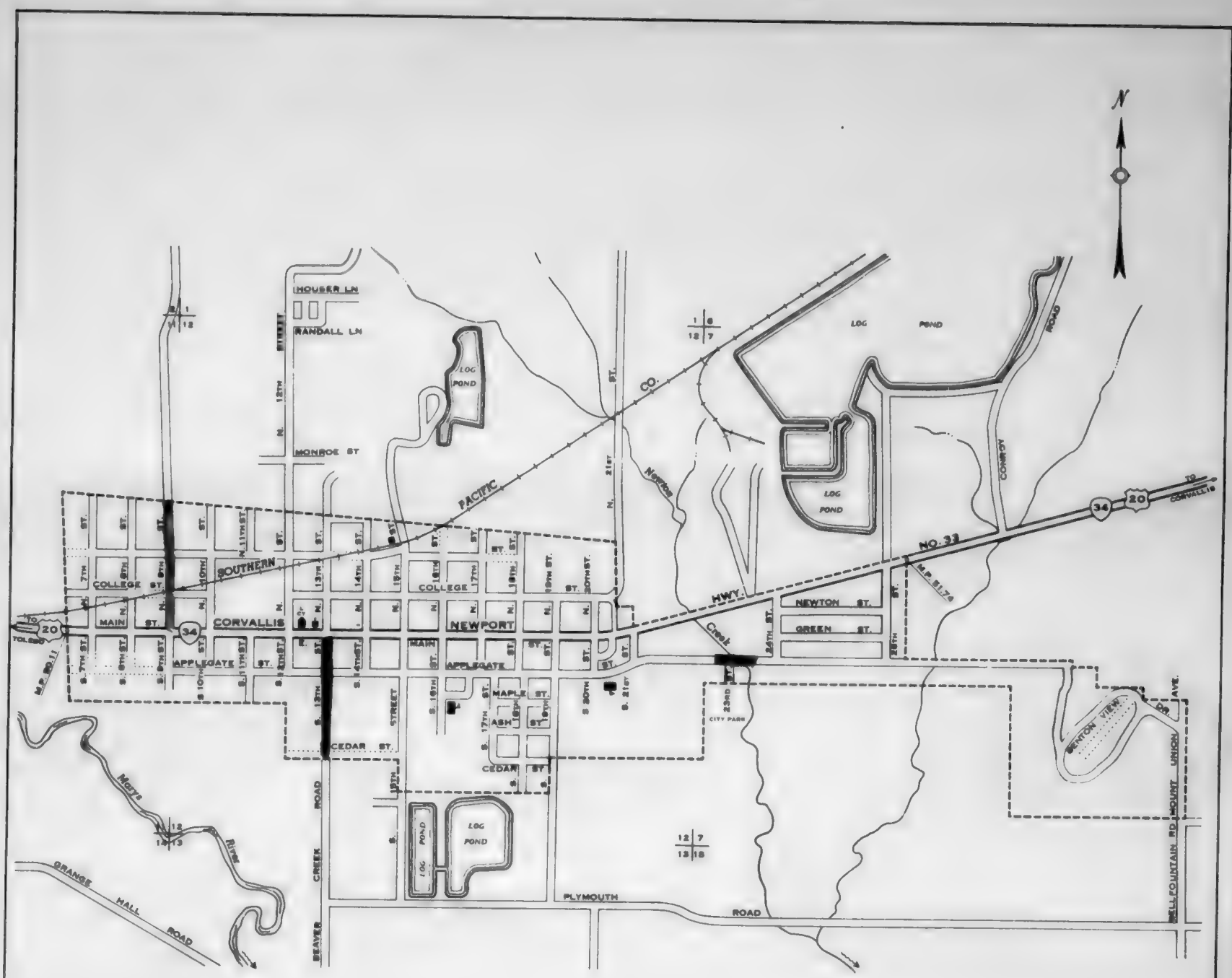
EGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,460

Scale in Feet

Revised January 1966



Red 1st Choice
Blue 2nd Choice
Black 3rd choice

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
- CT – Court House
- R. R. Depot
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,440

Scale in Feet

Revised January 1966

RECEIVED
JUN 30 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

6-15-66

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of PHILOMATH is an incorporated city of the State of Oregon and has a population of 1460 as given by the latest official census; and

WHEREAS, the following streets of said city,

N. 9th Street, Main St. to City Limits

Newton Creek Bridge 2nd choice

S. 13th Street Resurface 3rd choice

RECEIVED
JUN 21 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of PHILOMATH does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Arthur V. Miville, Sr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 15th day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

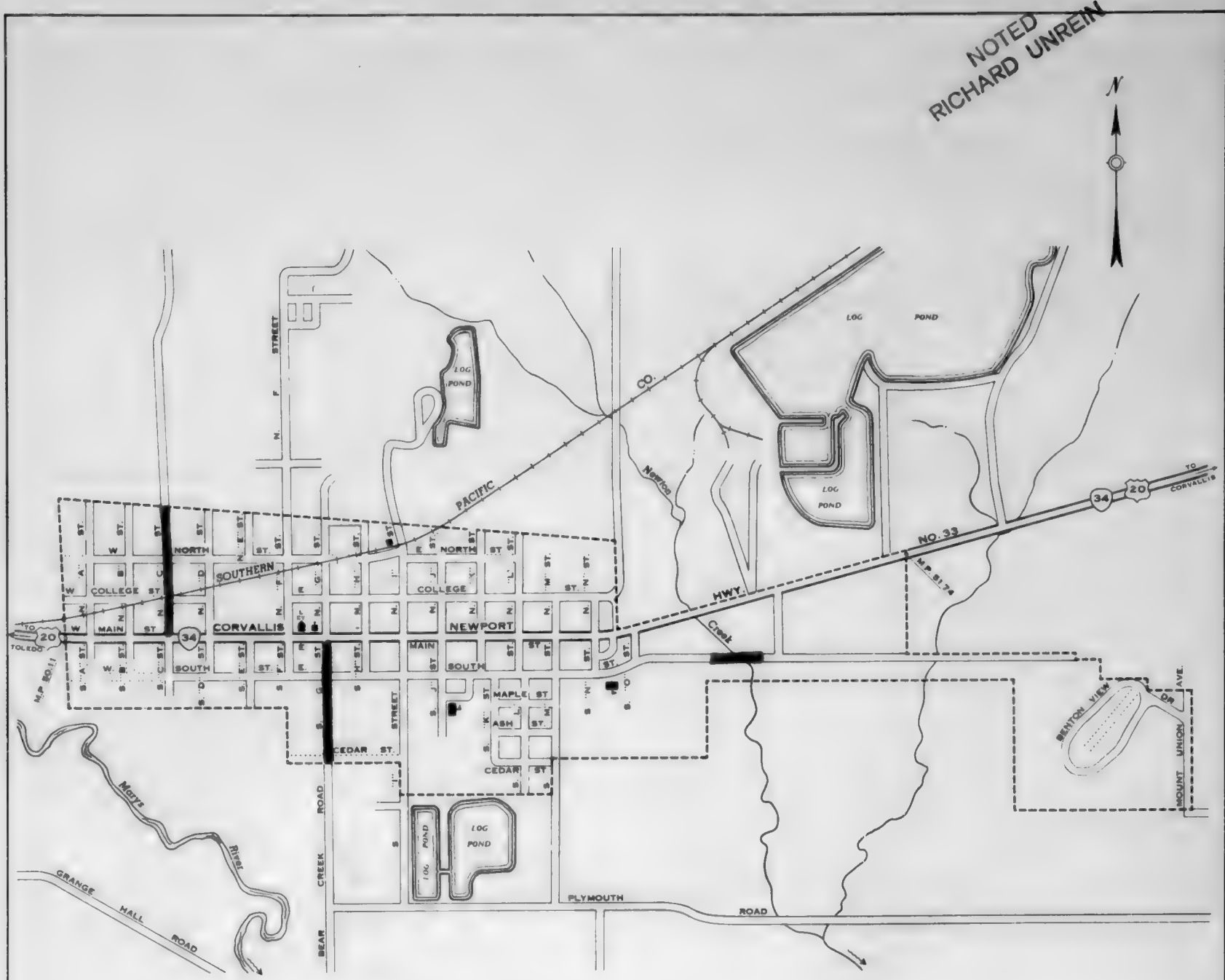
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Philomath at a regular or special meeting of said Council, held on the 15th day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of June, 1966.

Ralph L. Walker.
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN



RED - First choice
BLUE - 2nd choice
BLACK - 3rd choice

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

ROUTES REVISED JUNE 1961

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cv – City Hall
- cr Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,389

Scale in Feet

January 1, 1961

LSF-2(6) Ophir Safety Rest Area on Ore. Coast Hwy.North of Gold Beach 1967

#7053

Monthly transaction number: 2-28	FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-2) 2-25-69	County: Curry
Modification number: 1		Project number: LSF-2(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,223	$ 41,410
Federal funds	$ 38,223.00	$ 40,825.98
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of February, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabre

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By W Buckland
(Division Engineer)
for R. E. Simpson

US COMM-DC 26364-P68

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-23		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Curry
		PROJECT NO. IBF-2(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ophir Safety Rest Area Section of the Oregon Coast Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-29-67	0.00
OTHER *(Specify)*		

FUNDS Pro Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,223	$ 38,223.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 22, 1967

Oregon State Highway Department

Federal-Aid
Project No. LSF-2(6)

OPHIR SAFETY REST AREA SECTION OF THE

OREGON COAST HIGHWAY IN CURRY COUNTY

Project Agreement Estimate.

Salem, Oregon, August 19, 1967

Type Code Y021
Rest Area Improvement (M.P. 319.0)(Contract No. 7053)

Well Housing	1 only	$385.00	$ 385.00
Submersible Pumping Installation	All Required		900.00
1¼-inch Plastic Water Pipe	600 lin.ft.	0.60	360.00
3-inch Steel Water Pipe	70 lin.ft.	5.50	385.00
Chlorination Equipment	All Required		425.00
Chlorine Contact Tank	All Required		275.00
Accessory Equipment	All Required		190.00
Concrete Walks and Surfacing	230 sq.yd.	4.50	1,035.00
Water Hydrant	1 only	125.00	125.00
Refuse Receptacles	4 only	40.00	160.00
Electrical System & Area Illumination	All Required		2,450.00
Sign Support Footings	All Required		990.00
Breakaway Sign Posts	All Required		2,372.00
Painted Wood Sign Posts	All Required		150.00
Type "B" Signs in Place	220 sq.ft.	7.00	1,540.00
Type "C" Signs in Place	12 sq.ft.	4.00	48.00
Type "E" Signs in Place	13 sq.ft.	4.00	52.00
Type "P" Signs in Place	14 sq.ft.	6.00	84.00
			$ 11,926.00
Flagging (57½% of Contracters Cost)	All Required		500.00
	Subtotal		$ 12,426.00
	10% Engr. & Cont.		1,242.00
	Total		$ 13,668.00

Type Code Y022
Comfort Facilities (M.P. 319.0)(Contract No. 7053)

Type 6 Toilet Building	1 only	$16,744.00	$ 16,744.00
Extra Concrete	2 cu.yd.	100.00	200.00
Information Shelter	1 only	1,375.00	1,375.00
4-inch Sewer Line	15 lin.ft.	2.25	33.75
3000 Gallon Septic Tank	1 only	995.00	995.00
4-inch Bituminous Fiber Effluent Line	250 lin.ft.	1.10	275.00
Size 1800 Disposal Field	1 only	2,000.00	2,000.00
Picnic Tables	5 only	115.00	575.00
Concrete Drinking Fountain	1 only	125.00	125.00
	Subtotal		$ 22,322.75
	10% Engr. & Cont.		2,232.25
Length of Project 0.00 mile	Total		$ 24,555.00
	Grand Total		$ 38,223.00

Federal Funds - $ 38,223.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

7053

Monthly transaction number	FORM PR-2A (REV. 3-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-48		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
6		Curry
Modification number	(PPM 21-7) 6-12-68	Project number
1		LSP-2(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 24, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,800	$ 1,810
Federal funds	$ 1,800	$ 1,810.04
Other revisions		

This modification is made for the following reasons:

Final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of June, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kluber

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7-49		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)* 7-24-1-7	Curry
		PROJECT NO. IBF-2(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ophir Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	12-21-65	0.00
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Ire Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,800	$ 1,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Lowe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer July 24, 1967

ARE OBSOLETE PAGE 1 USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. LSF-2(1)

OFFUR SAFETY REST AREA ON THE

OREGON COAST HWY. IN CURRY COUNTY

Project Agreement Estimate

Salem, Oregon, July 17, 1967

Type Code P.E.
Preliminary Engineering (M P 319)

Preliminary Engineering	All Required	$1,800.00
	Total	$1,800.00

Length of Project 0.00 miles

Federal Funds $1,800.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939

Oregon State Highway Department

Federal-Aid
Project No. LSF-2(1)

OTTER SAFETY REST AREA ON THE

OREGON COAST HWY. IN CURRY COUNTY

Project Agreement Estimate

Salem, Oregon, July 17, 1967

Type Code P.E.
Preliminary Engineering (M P 319)

Preliminary Engineering	All Required	$1,800.00
	Total	$1,800.00

Length of Project 0.00 miles

Federal Funds $1,800.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
FEB 16 1968
FOR FILING

ASF-2(6)

7052

February 16, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7052 awarded to Robert L. Jenson for improvement in Ophir Safety Rest Area on the Oregon Coast Highway in Curry County was completed on November 17, 1967, and accepted by the Highway Commission on February 15, 1968.

Final payment in the amount of $1,712.44 will be released to the contractor after February 23, 1968. The total contract amount is $34,453.64 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Robert L. Jenson
Box 363
North Bend, Oregon 97459

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 16 1968
FOR FILING
LSF-2(6)
7053

February 16, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $600 will be made to Robert L. Jensen on Contract No. 7053 for improvement in Ophir Safety Rest Area on the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $35,053.64 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mr. Robert L. Jensen
Box 363
North Bend, Oregon 97459

C. H. Maison
Attn: John Herr

RECEIVED
FEB 16 1968
FOR FILING
LSF-2(6)
7053

February 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 17, 1967, on Contract No. 7053. The contract was with Robert L. Jensen and was for improvement of the Ophir Safety Rest Area Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 15, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
Carroll Keasey

srb jes

RECEIVED
FEB 19 1968
FOR FILING
LSF-2(6)
7053

#5

January 24, 1968

Mr. Robert L. Jensen
Box 363
North Bend, Oregon 97459

Dear Mr. Jensen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 7053 for work in Ophir Safety Rest Area in Curry County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to November 12, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
J. E. Holland
L. H. Young
F. D. Morgan
C. H. Maiscn
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7053 Contractor Robert L. Jensen

Highway Oregon Coast

Section Ophir Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] **GRANTED**. The reasons for such recommendation are as follows:

Drilling and developing new well, change in pump size and related testing of water system justifies an extension to November 12, 1967.

Recommended for Approval:

John Cayuse
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7053

Project designation LSF-2(6)
State-Federal

Date awarded 8-7-67

Work started 8-14-67

Per cent completed 100% 11-17-67
Date

[redacted] Completion Date
No. of Workdays Allowed 10-31-67

[redacted] Completed 11-17-67
Request Extension to November 12, 1967.
[redacted]

BP*6836-734

E-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 17, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 85 days to 103 days, within which to complete our Contract No. 7053, without the assessment of liquidated damages. The said contract is described as follows:
(Time extension-18 days)-for extra work

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: changing well, States' making tests for new well; drilling of new well. Also elec. light pole, plumbing equip/sign posts (on order from beginning of job). Suppliers having rough time expediting material on job, due to steel strike, and war effort takes first priority, etc. I am sure the state realizes these factors.

Respectfully submitted,

Robert L. Jensen
Contractor

By Robert L. Jensen

CONSENT OF SURETY

Date October 17, 19 67

We, United Pacific Insurance Company

P. O. Box 1788 - Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Marie J. Packard
Attorney-in-fact
NASBURG-EASTBURN INSURANCE AGENCY
by: Don L. Eastburn
Resident Agent
Don L. Eastburn

(SEAL)

RECEIVED
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
AM NOV 2 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 4, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Ophir Safety Rest Area
Oregon Coast Highway
Contract 7053

We have received from Robert L. Jensen, contractor on the subject contract, the attached request for an increase of 18 calendar days. The contractor's request is based on additional work involving the drilling of a new well and a delay in receiving steel light poles, plumbing equipment and sign posts due to military priorities.

This contract was awarded August 7, 1967, and work was started August 14. There was an existing well across the highway from the rest area and it was anticipated that it would be adequate to supply all of the rest area water needs. After the contract was let, it was determined that the existing well was inadequate. Consequently, a price agreement was prepared to drill and develop a new well. Work on the well required 3 days and although this work was done concurrently with some other contract work, it was completely unanticipated and we believe the contractor is entitled to an extension of 3 days.

The new well was 74' deep and the originally specified 1/4 hp. pump was not adequate to supply the desired quantity and pressure of water. A 3/4 hp. pump was substituted. The field was not advised until October 23, that the substituted pump was approved. The contractor installed the new pump on November 2. An extension of 2 calendar days is justified for this delay past the specified completion date. In addition to the installation of the pump, the contractor worked on 4 liquidated damage days on items related to the water system, including testing it. This work could not be done until after the pump was installed and we believe merits an increase of 7 calendar days.

The delays which the contractor attributes to material shortages in connection with steel light poles are not borne out by the correspondence between the supplier and the contractor. The major delay appears to have been due to late ordering and difficulties in obtaining delivery to this relatively isolated coastal area. The light poles were ordered by the contractor September 8, one month after the contract forms were mailed. This delay of a month in ordering the light poles

RECEIVED
JAN 8 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

on a job with a comparatively short completion time cannot be considered reasonable and, therefore, although the poles were not delivered to the project until November 9, we cannot recommend any extension for delays in delivery.

This contract had a specified completion date of October 31, 1967. The contract was completed November 17, 1967, at which time 17 liquidated damage days had accrued. This represents $850 in liquidated damages based on the rate of $50 per day.

Based on the extra work involving the new well and the change to a larger pump, we recommend that the specified completion date be extended to November 12, 1967. This will reduce the liquidated damages to $250.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JAN 19 1968

LSE-2(6)
7043

January 15, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 23, 1968 meeting

Gentlemen:

Robert L. Jensen, contractor on the Ophir Safety Rest Area on the Oregon Coast Highway in Curry County, Contract No. 7053, requests an extension of the specified completion date from October 31 to November 18, 1967. The contractor's request is based on work added to the contract and late delivery of metal items due to military priorities.

An existing well was to have been used but after the contract was let, it was determined that the well was inadequate to supply the rest-area water needs. A new well was drilled and developed under a price agreement and because the new well was deeper, this required a change in the size of the pump. This work in connection with the new well, pump and related testing work justifies an extension of 12 calendar days.

The major delay involving late delivery of metal items appears to have been due to late ordering and difficulties in obtaining delivery to this relatively isolated coastal area. We cannot recommend an extension for delays in delivery under the applicable specifications.

I recommend that the specified completion date be extended to November 12, 1967. This will reduce the liquidated damages to $250.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

Enclosure

DES:NN jes

RECEIVED
JAN 20 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

LSF-2(6)
7053

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 9, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Asst State Highway Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF-2(6)
Ophir Safety Rest Area
Request for Time Extension

We have reviewed your letter of January 5, 1968 concerning the contractor's submission of a request for a time extension and your recommendation for granting a portion of the time.

Your development of the reasons for this increase in time appears to satisfactorily explain the delays to the contract, and we therefore concur in your recommendations to extend the completion date to November 12, 1967.

NOTED
F. B. KLABOE

copies to
Young
Morgan
Maisson
1-11-68

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 5 - 1968
FOR FILING

LSF-2(6)
7053

January 5, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Ophir Safety Rest Area, Oregon Coast Highway, Project No. LSF-2(6)

We have received from Robert L. Jensen, contractor on this project, a request for an extension of the specified completion date by 18 calendar days. The contractor's request is based on additional work involving drilling a new well and a delay in receiving certain materials.

This contract was awarded August 7, 1967, and work was started August 14. There was an existing well across the highway from the rest area and it was anticipated that it would be adequate to supply all of the rest area water needs. After the contract was let, it was determined that the existing well was inadequate. Consequently, a price agreement was prepared to drill and develop a new well. Work on the well required three days and, although this work was done concurrently with some other contract work, it was completely unanticipated and we believe the contractor is entitled to an extension of three days.

The new well was 74 feet deep and the originally specified 1/4 h.p. pump was not adequate to supply the desired quantity and pressure of water. A 3/4 h.p. pump was substituted. The field was not advised until October 23 that the substituted pump was approved. The contractor installed the new pump on November 2. An extension of two calendar days is justified for this delay past the specified completion date. In addition to the installation of the pump, the contractor worked on four liquidated damage days on items related to the water system, including testing it. This work could not be done until after the pump was installed and we believe merits an increase of seven calendar days.

The delays which the contractor attributes to material shortages in connection with steel light poles are not borne out by the correspondence between the supplier and the contractor. The major delay appears to have been due to late ordering and difficulties in obtaining delivery to this relatively isolated coastal area. The light poles were ordered by the contractor September 8, one month after the contract forms were mailed. This delay of a month in ordering the light poles on a job with a comparatively short completion time cannot be considered reasonable; therefore, although the poles were not delivered to the project until November 9, we cannot recommend any extension for delays in delivery.

The completion date for this contract was October 31, 1967. The project was completed November 17, 1967. Based on the extra work involving the new well and the change to a larger pump, it is our recommendation that the specified completion date be extended to November 12, 1967. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn srb

LSF-2(6)
7053

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: OPHIR SAFETY REST AREA		WEEK ENDING: December 15,1967
		SECTION PREFIX: 8-0904
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Ophir Safety Rest Area Robert L. Jensen	KIND OF WORK: Improvement	
CONTRACTOR:	CONTRACT NUMBER: 7053	FEDERAL AID PROJECT NUMBER: LSF - 2 (6)
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 14, 1967	ESTIMATED COMPLETION DATE: November 17, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED + 17
	SPECIFIED COMPLETION DATE: October 31, 1967	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 39,092.34	this week $ ~~2067~~ 206.78 ENGINEERING AUTHORIZATION $ 2,779.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 36,312.44		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,939.34	ENGINEERING COST TO DATE $ 5,093.78	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION 183 %	DATE PROJECT WAS COMPLETED: November 17, 1967

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Type "6" toilet build	Disposal fld	Info Shlt	Elec syst. & area ill.	Breakway sign posts

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	100%	100%	100%	100%
TOTAL QUANTITIES CORRECTED TO DATE	100%	100%	100%	100%	100%
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	100%	100%	100%	100%
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Semi - final submitted December 13, 1967

SIGNED George T. Thornton for J. E. Holland LOCATION Bandon, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F212

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. [illegible], MEMBER
HELIX

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FEB 6 1968
FOR FILE

LSF-2(6)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 20, 1967

A. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on Nov. 17, 1967, on Contract No. 7053, Ophir Safety Rest Area, in Curry County, in connection with Federal-Aid Project No. LSF-2(6).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 1-30-68

Conditions noted on above date:

Project completed and accepted.

PVR

R. C. [illegible]
F. S. KLEIN

A. H. Parsons
Division Engineer

By: E. J. Valach
E. J. Valach
District Engineer

Young
2-6-68

VG:bb

Form A-106—8M

State Forces Not Involved

Order for State Force Work

OREGON STATE HIGHWAY DEPARTMENT

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 13 1967 G-1P
Title Bridge Engineer
U.S. Bureau of Public Roads

Order No.

Project Name Ophir Safety Rest Area Date September 26, 19 67

Highway Oregon Coast Contract No. 7053 F. A. Project No. LSF-2(6)

County Curry Prefix 8-0904 Account No. 210-01

Description of Work To Be Done: Purchase a sufficient number of ventilators and cover plates, to be provided by the State, at Contractor's choice, to be installed by the contractor as detailed on drawing #22936 of the above named project.

NOTED
F. B. KLABOE

Location by Station Numbers:

Ophir Safety Rest Area
(Type "6" Toilet Building)

Estimate of Quantities and Costs:

14 Ventilators and Cover Plates @ $13.00 per set	$182.00
Plus Freight	4.19
Total	$186.19

Explanation: Drawing No. 22936 shows ventilators to be furnished by State. A drawing which indicated that the ventilators could be purchased from the State was omitted from the plans. At Contractor's election, the State will furnish ventilators.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$39,092.34
Present estimate of project cost, including $186.19 for work under this order	$39,092.34
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. E. Holland, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young [illegible]

10-19-67

RECEIVED
AUG 17 1967

FC: UNITED STATES GOVERNMENT

Memorandum

LSF-2(6)
1053

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project LSF-2(6)
Ophir Safety Rest Area
Improvement

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of Contract No. 7053 to Robert L. Jensen of North Bend, low bidder in the amount of $34,248.75 at the July 27, 1967 bid opening.

8-17-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
E. B. KLINGE

RECEIVED
AUG 17 1967
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1967
FOR FILING

LSF-2(6)

7053

August 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 1, 1967, is requested in the award of contract for the Ophir Safety Rest Area, Project No. LSF-2(6).

The contractor receiving the award is Robert L. Jensen of North Bend, in the amount of $34,248.75, with Contract No. 7053 assigned. This bid was received on July 27, 1967, and awarded August 7, 1967.

All right of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-54.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
MAY 16 1967
FOR FILING
LSF-2(.)
7653

Salem, Oregon
May 5, 1967

Mr. David G. Talbot
State Parks Superintendent

Latrines at Ophir Wayside
and Thomas Creek Bridge
Curry County

Please refer to Mr. McCosh's April 28 letter to you concerning Thomas Creek, in particular.

Mr. McCosh's comments in regard to a future check being made on the proposed water supply should be followed; however, a proposal for a drain field any place along the Curry County section of US101 should be even more carefully checked out prior to any construction.

As you know, this section of coast is extremely susceptible to sliding and introduction of a future source of underground water might be disastrous. Mr. McCosh did not indicate the approximate distance to the proposed latrine site at "the second daylighted area south of the bridge". If the distance is very substantial, the location might not be satisfactory for persons stopping at the Thomas Creek site.

Will you please gather the several pieces of information into one package and present it for future consideration.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1967

To:
Mr. David G. Talbot
State Parks Superintendent
O F F I C E

SUBJECT: Latrines at Ophir Wayside and Thomas Creek Bridge - Curry County

The pit-privy toilets at these two areas have recently been pumped and are in usable condition. They are, however, poor and inadequate facilities which are hard to keep sanitary.

The Ophir Wayside area has a flush latrine already planned for contract by Astrup's people who would have included it in this year's schedule except for running out of money. The Thomas Creek Bridge area was inspected last Wednesday for its potential as a flush latrine site by myself and Larry Jacobson and discussions were held on the site with L.R. Chandler, Otis Jensen, and Jerry Lucas.

The second daylighted area south of the bridge affords adequate space and sight distance to provide a flush latrine and parking area. The first area at the bridge cannot be provided with suitable safe access or turn out for trailers. By locating the building at the North end of the second area it would be accessible for users of both parking areas with a trail along the west shoulder of the highway between the two areas.

Water sources do not appear very promising. They consist of Thomas Creek 400 feet below the area, which is subject to tidal action for some distance to the east, and a small drainage to the southeast of the second daylighted area which runs a 18 inch stream into a 36 inch culvert now, but may dry up in the summer. A drainfield on the available daylighted area (which is partly fill) would need to be located on the more stable ground of the northern half of the area in order to avoid slide problems. Electricity is about ½ mile to the east.

Before proceeding further on the Thomas Creek side, we will need to have further engineering information obtained on the water sources and their relationship to our eastern boundaries. A check of their flow during the month of August will also be needed.

The attached aerial photos and snapshots show the area.

R.I. McCosh, Assistant
State Parks Superintendent

RIM:jgt
cc: Warren Gaskill
Larry Jacobson

APR 2 8 1967

COUNTY OF CURRY

PUBLIC HEALTH OFFICE
COURTHOUSE
GOLD BEACH, OREGON
LSF-2(6)
7053

April 4, 1967

NOTED
D. TALBOT

Mr. George C. Baker,
District Maintenance Supervisor
Oregon State Highway Department
P. O. Box 606
Coquille, Oregon

Dear Mr. Baker:

As a result of complaints received by this office, visits have recently been made to acertain the sanitary conditions at Ophir Waysides and Thomas Creek Bridge.

In both facilities, the pit-privy toilets were found to be in deplorable condition. The wastes have been allowed to accumulate to a point above ground level and overflowing into the un-screened vents. Obviously, it is impossible to properly maintain these facilities in a manner acceptable to the public.

I can only recommend that these pit-privies be phased out until properly constructed and maintained facilities are provided. Also, an evaluation should be made to determine the necessity of placing archaic pit-privies within a very few miles of numerous modern public facilities.

If you have any questions, please feel free to contact this office or the Oregon State Board of Health.

Very truly yours,

Jack Wright

J. C. Wright, R.S.
Sanitarian

cc. D. H. Pike, OSBH
Salem Office
Bob Ashton
Jerry Lucas
File

RECEIVED
APR 5 1967
OFFICE
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original copy returned to Sanitarian 4-6-67

RECEIVED
JUN 29 1967

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
A. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

LSF - 2(6)

7053

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

June 27, 1967

Routing

Morgan	Pass
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swen	Olson

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

6/28/67

Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (1)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm
nn

cc: Director OFC

JUL 5 - 1967

FOR FILING

Fred W. Hill, Member
Helix
LSF-2(6)
-7053

June 22, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one project, Item 36, Project No. LSF-2(6), for the Ophir Safety Rest Area, which we desire to have included in the Federal-Aid Highway Program as set forth in the "Highway Beautification Act of 1965".

We are also forwarding P.S. and E. documents for this project for your simultaneous approval with the program.

Approval of these documents is requested prior to June 30, 1967, in order to obligate the necessary funds. Advertising for bids will be initiated in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)
CARD 2	1	US 101 8.8 mi. N. of Gold Beach	ADT	1,900	3,600	8

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUT (74)
CARD 3	Rest Area Improvement							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Landscaping and Scenic Enhancement	
	NAME OF URBAN AREA 17-31	ROUTE NO. P 2 — FEDERAL-AI

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP (53)	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42						
5					PE		US 101 8.8 mi. N. of Gold Beach (Ophir Safety Rest Area MP 319)			
5					ROW					
5					CONST (CODE)			0.0	39,800	39,800
								0.0	39,800	39,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		1,900	3,600 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	667 (4)(9)	36 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68) (69)	(70)	(71) (72)	(73)	(74) (75)	14 23	LSF 2(6) 7 18		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
Scenic Enhancement	Curry	015 (14)(16)	

ROUTE NO.	FEDERAL-AID	STATE	U.S.	
P	2 (32)	9 (36)(37)	101 (41)	1 OR X 2

	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
		TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	(54) (58)	(59) (66)	(67) (76)			
of						Rest Area improvement consisting of flush toilets, potable water system, sewage disposal, information shelter, walks, picnic tables, illumination and signing at north and south bound areas.
	0.0	39,800	39,800			
	0.0	39,800	39,800			
	(16)	(23) (24)	(33)			

REMARKS

Additional Data: Item 6, Project LSF-2(1)

:

USCOMM DUSCOMM-DC 48908-P61

9-1122 Franklin Ave.-Bond St. (Bend) 1967
Sec. of Central Ore. Hwy.
#7054 (Paving)

RECEIVED
OCT 9 - 1967
PORTLAND

9-1122
7054

October 4, 1967

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 7054 awarded to R. L. Coats, for paving on the Franklin Avenue-Bond Street (Bend) section of the Central Oregon Highway in Deschutes County was completed on September 20, 1967, and accepted by the Highway Commission on October 3, 1967.

Final payment in the amount of $174.12 will be released to the contractor after October 11, 1967. The total contract amount is $10,541.96 including $2,519.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

wln

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 4 - 1967
FOR FILE

9-1122
1054

October 3, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 20, 1967, on Contract No. 7054. The contract was with R. L. Coats, and was for paving on the Franklin Avenue-Bond Street Section in the city of Bend on the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 3, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb kf

9-1122

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Franklin Ave.-Bond St. (Bend)		WEEK ENDING: September 22, 1967
		SECTION PREFIX: 9-1122
HIGHWAY: Central Oregon		COUNTY: Deschutes
NAME OF JOB: Franklin Ave.-Bond St. (Bend)	KIND OF WORK: Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7054	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 7, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 40	CALENDAR DAYS USED: 33
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 82.5
PROJECT AUTHORIZATION: 14,131.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: 13,340.27	ENGINEERING AUTHORIZATION: ,791.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 10,541.96	ENGINEERING COST TO DATE: ,535.67	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
ESTIMATED PERCENT XXXX UNDERRUN: 21 %	PERCENT OF AUTHORIZATION: 194 %	DATE PROJECT WAS COMPLETED: September 20, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
N/A	N/A	N/A	N/A	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED					0.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1,240 Ton
TOTAL QUANTITIES CORRECTED TO DATE					1,100.57 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1,100.57 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		calendar						

		WEATHER	XXX DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Fair/Overcast	1		
MONDAY	18	Fair	1		
TUESDAY	19	Fair	1		
WEDNESDAY	20	Fair	1		Project Completed Today.
THURSDAY	21	Fair/Overcast	0		
FRIDAY	22	Fair	0		
SATURDAY	16	Fair	1		

Routing
Decker
Bond
Barbee
Walker
Swain
Scott
Wills
Litchfield
Olson
Blanford

RECEIVED
SEP 23 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	Contract work completed today with adjustment of monument box at Greenwood and Bond.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed Wednesday, September 20, 1967. Final inspection was held on project Wednesday afternoon.

Semi-final estimate submitted to Division Office Thursday, September 21, 1967.

This will be the final weekly report on the project.

SIGNED W. W. Robertson LOCATION Bend, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 15 1967
FOR PUBLIC
9-1122
7054

August 14, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7054, the Franklin Avenue-Bend Street (Bend) paving project on the Central Oregon Highway in Deschutes County is anticipated. H. L. Coats of Bend is the contractor. This is a State project for which the original authorization was $11,131.87. The present anticipated cost is $14,131.87, indicating an overrun of $3,000.00 or 26.9 percent.

The reason for this overrun is the installation of electrical conduits at two intersections, which was originally intended to be performed as part of the Franklin Avenue-Greenwood Avenue signal installation project, bids for which were opened at the same time as the subject project. The signal contract was not awarded and, in order to place the conduits prior to the paving to be performed under this contract, it was determined that the work should be added as an extra work item. The extra work order amounts to $3,000.00, which is the amount of the overrun.

This item will be on the agenda for your consideration at the August 29 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nm·fh

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Overrun of Project Authorization
Franklin Avenue-Bond Street (Bend)
Central Oregon Highway
Contract 7054

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for paving is under contract to R. L. Coats of Bend. The original project authorization was $11,131.87. The present anticipated cost is $14,131.87, indicating an overrun of $3,000.00 or 26.9%.

The reason for this overrun is the installation of electrical conduits at two intersections. Installation of this conduit was originally intended to be performed as part of the Franklin Avenue-Greenwood Avenue signal installation project, bids for which were opened at the same time as the subject project. The signal contract was not awarded and in order to place the conduit prior to the paving to be performed under this contract, it was determined that the work should be added as an extra work item. The extra work order amounts to $3,000.00 which is the amount of the overrun.

It is recommended that the project authorization be increased by $3,000.00.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1967
FOR FILING
9-1122
7054

August 8, 1967

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7054 for $9,395.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for paving on Franklin Avenue and Bond Street in Bend, Central Oregon Highway, in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.
cc Frank Morgan
L.H. Young
I. D. Merchant
C. D. Matthis
J.F. Putnam
W. W. Robertson

9-1122

Form No. E-272—5M—7-63

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Franklin Avenue-Reed Street(Rural) Section Date August 7, 1967

Highway Central Oregon Contract No. 1951

County Deschutes Kind of Work Paving Contractor E. L. Coats

Contract Amount $ 9,395.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

None Expected

APPROVED BY STATE HIGHWAY COMMISSION DATE 8-29-67

Minor items, unitemized algebraic total ..... None

Subtotal ..... $ 0

Approved work orders (Price, extra work and state force orders) ..... $ 0

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Extra Work Order #1 Install Electrical Conduit $3,000

Minor items, unitemized algebraic total ..... None

Subtotal ..... $ 3,000.00

Authorization for engineering ..... $ 791.60

Expected over-run or under-run of engineering authorization (included in E.W.O. #1) ..... $ 0

Costs not included above (explain) Unapproved E.W.O. #2 Flagging ..... $ 500.00

Allowance for future contingencies (100 % of work remaining) ..... $ 445.27

Credits to come from transfers and deductions ..... $ 0

Present estimate of project cost ..... $ 14,131.87

Brief Statement of principal causes of over-run:

The conduit covered by Extra Work Order #1 was originally to be installed prior to paving as part of the Franklin Avenue-Crestwood Avenue Signal Installation Contract. Since the signal contract is not being let at this time, it was recommended that this work be done on this project on the extra work basis.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 11,131.87	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 14,131.87	
Expected over-run (Amount)	$ 3,000.00	
Expected over-run (per cent)	26.9%	

Submitted by: H. H. Robertson Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: L. H. Wanglin Division Engineer

Noted by: M. R. Cabe Assistant Deputy or Assistant State Highway Engineer

State Printing 62181

501 #7055 REJECTED

9-1123 East 3rd St.-East City Limits (Bend) Sec. of Central Ore. Hwy. (Grading & Paving) 1967

#7056

CQA 3331

RECEIVED
JUN 18 1968
FOR FILING

9-1123
7056

June 18, 1968

General Insurance Company
of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7056 awarded to R. L. Coats for grading and paving the East 3rd Street-East City Limits Section in the city of Bend on the Central Oregon Highway in Deschutes County was completed on April 19, 1968, and accepted by the Highway Commission on June 17, 1968.

Final payment in the amount of $3,622.47 will be released to the contractor after June 25, 1968. The total contract amount is $161,602.60 including $1,658.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Mr. L. H. Young
Mr. C. H. Maison
Attn: John Herr

RECEIVED
JUN 18 1968
FOR FILING

9-1123

7054

June 17, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed April 19, 1968, on Contract No. 7056. The contract was with R. L. Coats and was for grading and paving on the East Third Street-East City Limits Section of the Central Oregon Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 17, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

mc jko

RECEIVED
JUN 30 1968
FOR FILING

9-1123

7056

May 31, 1963

#4

Mr. R. L. Coats
1270 Ironton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission at its meeting on May 29 considered your request for an extension of time on Contract No. 7056 on East 3rd Street-East City Limits in the city of Bend, Deschutes County.

After careful consideration, the Commission increased the calendar days by 22.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc J. F. Putnam
W. W. Robertson
L. H. Young
F. D. Morgan
C. H. Maison

R. L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

October 30, 1967

Oregon State Highway Commission
Salem, Oregon 97310

Subject: E. Third St. - E. City Limits (Bend Section)
Central Oregon Highway
Deschutes County
Contract No. 7056

Gentlemen;

We the undersigned, respectfully request an increase in the number of Calendar days from 75 days to 125 days, within which to complete our Contract No. 7056, without the assessment of liquidated damages.

The reason for the request in increase in the number of calendar days is delays occasioned by errors or changes in the plans or quantities or specifications of the contract outlined as follows:

Date of Award	August 7, 1967
Beginning Date of Calendar Day Count	August 19, 1967
Price Agreement #4 Dated	September 29, 1967

This price agreement was for construction of an additional retaining wall on the project, increasing the quantities approximately 50% for the amount of concrete, reinforcing steel and excavation required in the additional wall. The retaining wall that was in the contract was revised on Sept. 25, 1967, revised again on Sept. 29, 1967 thereby giving me only 33 calendar days to get the steel details approved and on the job. The first reinforcing steel was delivered for the original contract retaining wall October 30, 1967. On Oct. 6, 1967 I received the revised handrail drawings for the handrails on top of the retaining walls. I have been advised that I can expect delivery in about 8 weeks on the handrail. I cannot form and pour the walls, strip, and backfill them in much less than 6 weeks unless the specifications on the backfilling of the walls is changed.

Even though the plan changes and revisions are not a large amount dollar wise, it takes almost as long to construct a small retaining wall as a huge one. The delay in obtaining the correct drawings and specifications have delayed the ordering of materials for the extra work and also the work that was part of the original contract. It is getting late in the season and I will probably lose some work days due to bad weather.

Sincerely,

R. L. Coats

R. L. Coats

R. L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

November 11, 1967

Oregon State Highway Commission
Salem, Oregon

Subject: E. Third St. - E. City Limits (Bend Section)
Central Oregon Highway
Deschutes County
Contract No. 7056

Gentlemen;

There is also some extra work of cleaning out two existing drain wells. It is extimated this work will take approximately seven days. This work has been added to the contract since my first letter on October 30, 1967, asking for an extension of time.

Sincerely,

R. L. Coats

R. L. Coats

RLC/ss

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 22, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
E. Third St.-E. City Limits (Bend)
Central Oregon Highway
Contract 7056

We have received from R. L. Coats, contractor on the subject contract, the attached request for 30 additional calendar days. The contractor's request is based on work added to the contract by price agreement and extra work order.

The work added to the contract by a price agreement covered the construction of an additional retaining wall, and the extra work order was added to clean out two existing drain wells. The specified calendar days on this project expired on November 1, 1967.

In addition to the added wall, a planned wall was changed substantially. The plan retaining wall is in a fill area and had to be constructed before curbs in the area could be poured. The base of this retaining wall was overdesigned and sketches and profiles were submitted for redesign on August 29. The corrected steel list was received from Salem on October 17, and steel was delivered to the project on October 31. The plan wall was completed, with the exception of handrail, on November 11.

The wall which was added to the contract by price agreement is in a cut and the curbs in the vicinity could be poured prior to construction of the wall. Data for this wall were sent to Salem on August 29. The steel lists were received from Salem October 17, and steel was delivered to the project November 2. The wall was completed, with the exception of handrail, on November 25. A stairwell had to be built in connection with this retaining wall and this work was completed, with the exception of handrail, on December 27.

The contract records indicate that the extra work performed on the drain wells was done November 13, 14 and 17. This work was minor and done concurrently with other items.

The contractor completed all of the regular contract work, with the exception of paving adjacent to the retaining walls and paving at street intersections required to satisfy the City of Bend, on November 12, 1967. All of the work performed after that date was either directly connected with the retaining wall or was controlled by the retaining wall work. Therefore, an extension for all of the time after November 12, 1967, or 22 calendar days, is justified.

Stop work orders were in effect intermittently from November 29, through April 17, 1968. The contract was completed April 19, at which time 33 calendar days in excess of those allowed had been charged. This represents $3,300 in liquidated damages based on the rate of $100 per day. Based on the work added to the contract, we recommend that the calendar days be increased by 22 which will reduce the liquidated damages to $1,100.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB-DES:nn

Encs.

cc: L. H. Young

RECEIVED
MAY 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 24 1968

9-1123

1156

May 24, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
May 29, 1968 meeting

Gentlemen:

R. L. Coats, contractor on the East Third Street-East City Limits (Bend) Section of the Central Oregon Highway in Deschutes County, Contract No. 7056, has requested an increase of 30 calendar days. The contractor's request is based on work added to the contract by price agreement and extra work order. The price agreement work covered construction of an additional retaining wall and the extra work order was to clean out two existing drain wells.

Virtually all of the contract work was completed on November 12, 1967, with the exception of some minor paving at street intersections and paving adjacent to the retaining walls. Eleven penalty days had been charged at this time. All of the work performed after this date was either directly connected with the retaining wall or was controlled by this work. The extra work on drain wells was performed during the same period.

An extension for all of the time after November 12, 1967, or 22 calendar days, is justified.

I recommend that the specified calendar days be increased by 22. This will reduce the liquidated damages to $1,100 for the 11 days remaining.

This matter will be on the agenda for your consideration at the May 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7056 Contractor R. L. Coats

Highway Central Oregon

Section E. 3rd Street-E. City Limits (Bend)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Work added to the contract in connection with retaining walls justifies an increase of 22 calendar days.

Recommended for Approval:

J. W. Lattimer
Division Engineer

L. A. Bond
Construction Engineer or Bridge Engineer

J. B. Klaboe
Assistant State Highway Engineer

Contract No.	7056
Project designation	State (State-Federal)
Date awarded	August 7, 1967
Work started	August 22, 1967
Per cent completed	100 % April 19,'68 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	75
No. of ~~Workdays~~ Calendar Days Used	108
No. of Added ~~Workdays~~ Calendar Days Requested	22

SP**6200-724

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-30-, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calender Days from 75 days to 105 days, within which to complete our Contract No. 7056, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letters.

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date November 14, 19 67

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle
Richard N. Mahle Attorney-in-fact

C. A. TOMASSENE & SONS (SEAL)

C. A. Tomassene Jr.
Resident Agent

9-1123

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: E. 3rd St.-E. City Limits (Bend)		WEEK ENDING: May 10, 1968
		SECTION PREFIX: 9-1123
HIGHWAY: Central Oregon		COUNTY: Deschutes
NAME OF JOB: E. 3rd St.-E. City Limits (Bend)	KIND OF WORK: Grading and Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7056	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 22	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 108
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100% plus 33 days
PROJECT AUTHORIZATION: $199,769.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $185,563.28	ENGINEERING AUTHORIZATION $14,205.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $170,706.73	ENGINEERING COST TO DATE $27,361.61	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.1%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.0%	PERCENT OF AUTHORIZATION 192.6%	DATE PROJECT WAS COMPLETED: April 19, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.70	0.70			0.70
MILES PARTIALLY COMPLETED	0.0	0.0			0.0
MILES COMPLETED	0.70	0.70			0.70
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,700 CY	17,370 T			11,180 T
TOTAL QUANTITIES CORRECTED TO DATE	14,504 CY	14,875 T			10,621 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,504 CY	14,875 T			10,621 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Dolar

Bond

Barbee

Walker

Clara

Swar

RECEIVED

CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final estimate was submitted to the Division Office May 10, 1968.

This will be the final weekly report submitted on this project.

SIGNED W. H. Robertson LOCATION Bend, Oregon 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 17 1968

9-1123

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1968

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Engineering Costs
North Hill-Deer Creek
AND
E. Third St.-E. City Limits (Bend)

Sometime ago you asked that we make a more detailed analysis of the engineering costs on these two projects on which the engineering has overrun substantially. This has been done and the results are summarized on the attached sheet.

These jobs were similar in that they were both located very close to the crew headquarters. Travel time was therefore not an added factor in the engineering. You will note the substantial difference in overtime. This was only 1 per cent of the man-hours worked on the Roseburg job, but 18 per cent on the Bend job. Most of this occurred in October and November, with November having the largest amount (about half of it), for inspection and testing of the crushing and paving work; 38 per cent of the Roseburg contract amount is for structure items. Other comparisons have shown there is a lower percentage of overtime engineering on structures compared to grading and surfacing work.

Both jobs were set up with tight one-season completion times, neither of which were met, and went into winter shutdown periods, which is their present status.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:fw
Attach.

ENGINEERING COSTS

		Man Hours			
		Engineering		Inspection	
		Regular	Overtime	Regular	Overtime
North Hill-Deer Creek Contract No. 7042 Authorization = $30,333	Total Cost				
To 2-29-68	$48,000	5,166 (60%)	6 - - -	3,360-1/2 (39%)	78-1/2 (1%)
			Overtime = 1%		
East Third Street-East City Limits (Bend) Contract No. 7056 Authorization = $14,205	Total Cost				
To 1-31-68	$26,227	2,104 (47%)	47-1/2 (1%)	1,592-1/2 (35%)	750 (17%)
			Overtime = 18%		

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DEC 8 - 1967
FOR FILING
9-1123
7056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1967

To:

SUBJECT: City of Bend Complaints Regarding E. 3rd St.- East City Limits (Bend) Section

MEMO TO THE FILES

On December 6, 1967, J. F. Putnam and myself inspected the East 3rd Street-East City Limits Section in Bend. This section is virtually complete except for some work on a retaining wall. The City Commissioners have complained as to roughness and appearance of the project.

After inspecting the street, it was the opinion that some cross street connections were quite rough as far as riding qualities were concerned and would need additional excavation and repaving to bring them to a suitable condition. Others could be improved by some filling in and patching with a fine mix. This would probably also improve the appearance. The longitudinal joints of the street pavement were quite noticeable, but not considered objectionable at this time. It is believed with warm weather next spring, the joints will become unnoticeable under traffic. It was not considered practical to do any corrective work at this time, but to wait till warm weather next spring.

I was informed by telephone December 7 that J. F. Putnam met with the City officials last night. It was mutually agreed by the City Commissioners that their City Manager would go over the project with Mr. Putnam and discuss all of the specific complaints that the City had. The City has complained in generalities to date, but not on any specific items.

Following this inspection and discussion, J.F. Putnam will make up and submit an estimate of work and costs along with his recommendations regarding corrective action to be taken. This will be sent to F. D. Morgan in Construction. Attached is a rough sketch showing roughness problem at intersections.

NOTED
R. L. PORTER

John H. Walker
Assistant Construction Engineer

JHW:fw
Attach.
cc: R. L. Porter
F. B. Klaboe
J. F. Putnam

RECEIVED
OCT 11 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH H. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland
[illegible] V. BERRY, Secretary
Salem
9-1123
11-26

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, 10
Bend, Oregon 97701
October 2, 1967

RECEIVED
DIVISION IV BEND
OCT 2 1967
DE ADE ADE DOD DOE
Assigned
Action

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Subject: Progress and Completion
S. 3rd St.-S. City Limits
(Bend) Section
Central Oregon Highway
Deschutes County
Contract No. 7056

This letter is written to express my concern about the progress of the construction work on the subject project. To date you have used 60% of the specified time in completing 2% of the construction work. In observing today's weather effect on that construction work which has been completed, it is apparent that this project must be completed at an early date before more rain and snow falls.

Let me point out that to date there has been no aggregates produced for the paving work and that time will be needed in which to obtain a mix design after some of the material is produced. Also the stone base is only 35% completed, the curb work just over 50% completed, and no work has been done on the required dry wells and inlets.

The State of Oregon and especially the people using Greenwood Avenue would like to see this project completed within the specified time, rather than charge you liquidated damages.

Very truly yours,

W. W. Robertson
Resident engineer

F. B. KLABOE
NOTED

cc. Mr. J. F. Putnam

RECEIVED
OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
RECEIVED
OCT 1967
CONSTRUCTION
DIVISION
Scott
Willis
Litchfield
Olson

RECEIVED
SEP 19 1967
FOR FILING

9-1-23
7056

Bid July 27

August 8, 1967

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on August 7, 1967, accepted your proposal for grading and paving on the E. 3rd Street-E. City Limits (Bend) Section of the Central Oregon Highway in Deschutes County for the sum of $170,222.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Bend is received and the sum of $50,000.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7056. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
J. F. Putnam
W. W. Robertson
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 3 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1967

2-1123

7056

To:

Mr. C.H. Maison
Controller

BUILDING

Attention: John Herr

SUBJECT: Cooperative Construction-Finance Agree.
E. 3rd Street-East City Limits Section
Central Oregon Highway
City of Bend
Advance Deposit

The City of Bend's check in the amount of $50,000 has been received and is the correct amount to cover the City's portion of subject project as per agreement between City and State. This project is now clear for award.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:nr

cc: F. B. Klaboe
L. H. Young
F. D. Morgan
J. F. Putnam

NOTED
F.B. KLABOE

RECEIVED
AUG 3 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967
FOR FILING

FORM E-128X BOH

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, WASCO
DAVID B. SIMPSON, PORTLAND

Fred W. Hill, Member
Helix

9-1123
7056

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1967

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon 97701

Dear Mr. Puddy:

On July 27, 1967, the State Highway Commission opened bids on the East 3rd Street-East City Limits Section project on the Central Oregon Highway in Bend. The apparent low bid was submitted by R. L. Coats of Bend and the anticipated cost based on the bid is as follows:

Contractor's bid*	$170,222.50
Anticipated Additional Items	7,350.00
TOTAL	$177,572.50
Engineering & Contingencies (12½%)	22,196.56
TOTAL	$199,769.06
Estimated right of way costs	500.00
TOTAL ANTICIPATED COST	$200,269.06

As per terms of the agreement dated April 25, 1967, pertaining to this project, an advance deposit in the amount of 25% of the above total or say $50,000 is required from the City prior to awarding of the contract. At your earliest convenience please forward a check or warrant to this office in the amount of $50,000, made payable to the Oregon State Highway Commission.

Very truly yours,

NOTED
F. B. KLABOE

H. S. Cox
County and City Engineer

By

Richard Unrein
Field Engineer

RECEIVED
JUL 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RU:mr

bc: F. B. Klaboe
L. H. Young
F. D. Morgan
J. F. Putnam

* See attached tabulation of bids received.

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JUL 10 1967
FOR FILING

9-1123

7056

June 27, 1967

3d St. to E. City Limits
Oregon State Highway Commission

Gentlemen:

On this date, Chairman Jackson approved the following cooperative project:

Central Oregon Highway
Third Street to East City
Limits in Bend
State's share - $225,000.

This matter will be on the agenda for confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
J. F. Putnam

RECEIVED
JUN 15 1967

File Limits
9-1123
7056

June 14, 1967

Oregon State Highway Commission
3rd St to E. City Limits

Gentlemen:

We have entered into agreements with several cities for cooperative projects. In each case, the time element with regard to financing was undetermined when the agreements were signed. Three of the cities have advised us that they have accumulated their 25 percent share of the estimated cost of the specific project with which they are involved. A list delineating these projects (two of which are in the city of Portland, one in Ashland, and one in Bend) is attached.

In order to finance these projects on the 1968 State Construction Program, we recommend the deferral of two presently approved projects.

The first project is a cooperative project with Eugene. It was approved on November 19, 1965, but subsequent to that time, the City has removed parking from the street and the project is no longer needed.

The second project was approved on November 22, 1966, for a section of the Hood River Highway. This project needs considerable more study, including the analysis of alternate locations before it should be contracted.

This matter will be on the agenda for your consideration at the July 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc . Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
L. R. Chandler
J. F. Putnam

FBK:srb fn
Attach.

NEW PROJECTS

Central Oregon Highway, Third Street to East City Limits in Bend (Co-op Project)	State Share	$225,000
Rogue Valley Highway, Main Street to Green Springs Highway in Ashland (Co-op Project)	State Share	$ 50,000
Lower Columbia River Highway (Burnside Street) 19th Street to Park Street in Portland (Co-op Project)	State Share	$ 70,000
Sunset Highway, 12th to 13th Streets on S. W. Jefferson and 14th to 18th Streets on S. W. Columbia in Portland (Co-op Project)	State Share	$ 40,000
(Unprogrammed Balance)		$ 50,000
		$435,000

PROJECTS TO BE DEFERRED

1967 State Construction Program

Pacific Highway West, Washington Street to High Street in Eugene (Co-op Project)	State Share	$170,000

1968 State Construction Program

Hood River Highway, Orchard Road-Tucker Bridge	$265,000
	$435,000

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JUN 7 - 1967
FOR FILING
2-1123
7056

Agenda 4m

May 4, 1967

City of Bend
City Hall
Bend, Oregon 97701

MISC. CONTRACTS and AGREEMENTS No. 3331

Gentlemen:

Enclosed for your files is a fully executed copy of a cooperative construction finance agreement covering the Third Street-East City Limits Section of the Central Oregon Highway in Deschutes County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: Richard Unrein
(Conformed Copy)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

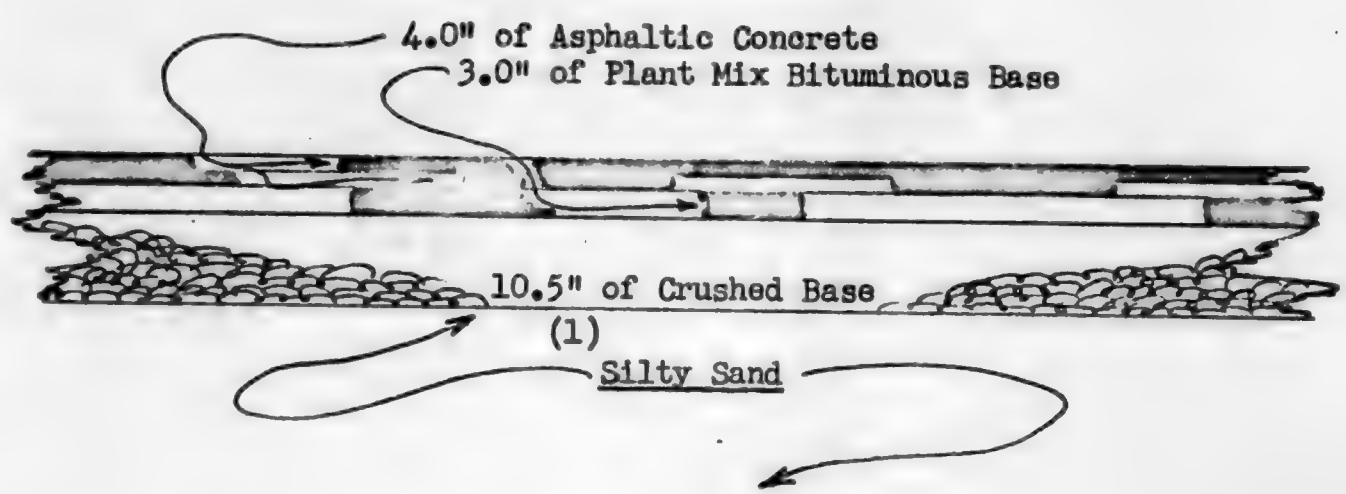
Section THIRD STREET - BEND EAST CITY LIMITS Highway CENTRAL OREGON (FAR 21) County DESCHUTES Prefix 9-1434

Res. Engr. R. H. Clark Approx. Length 0.68 Miles. M.P. 0.51+ to M.P. 1.19+ Date 4-11-67

Truck A.D.T. 28.8 Traffic Coefficient 9.2 18 kip s.a. per day 195.0.

Annual Precipitation 11"+ Frost Penetration 28" - 30".

(1)
Typical Soil
22 LL
0 PI
99 %P 10
35 %P200
3 %Gravel
14 %C Sand
48 %F Sand
28 %Silt
7 %Clay
27 "R" Value



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	5.5	3.0	P.M.B.B.
	10.5	10.5	Cr. Base
24.0	24.0	17.5	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Geyer for Staff Assistant

Recommended by R. H. Clark Engineer of Materials

Recommended by W. F. Okeson Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

THIRD STREET - BEND EAST CITY LIMITS
Central Oregon Highway (FAR 21)
Deschutes County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	9.5"	22.0"	16.0"
30 - 90	3.5"	- - -	2.0"	10.5"	19.5"	16.0"
8 - 30	3.0"	- - -	2.0"	9.0"	17.0"	14.0"
1 - 8	2.0"	- - -	2.0"	10.0"	14.0"	*14.0"
Cars Only	2.0"	- - -	2.0"	10.0"	10.5"	*14.0"

*Increased to approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" column to obtain total thickness required and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

SECTION: THIRD STREET - BEND EAST CITY LIMITS

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1966) 6600 (Total)

B. Future ADT (1986) 11900 (Total)

C. Mean ADT 9250 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 6 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .03 x (C) 9250

Log Trucks = 10

= 278

Total = 288

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 288 x (H) 100 % = 288

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.2

SECTION: THIRD STREET - BEND EAST CITY LIMITS

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a proposed "State Construction" project. See Item 6.

RECEIVED
MAR 31 1967
9-1123
7056

March 29, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 meeting will be a cooperative construction/finance agreement with the City of Bend pertaining to the Third Street-East City Limits Section of the Central Oregon Highway (US20).

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera, within the city. Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including sidewalks, lying outside the curb line of the project.

The project will basically consist of widening the existing facility to a 68-foot curbed section which will accommodate four lanes of traffic.

The project is estimated to cost $267,000, of which the City has agreed to pay 25 percent of the total cost, but not to exceed the sum of $66,750. The City is aware that construction of this project will be held in abeyance until construction funds are available and approved by the Highway Commission.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison

RU:nr jw

Commissioners
J. Pat Metker, Bend
Chairman
W. L. Walker
Vice-Chairman
Jos. B. Manchester
Tallant Greenough, Coquille
Joseph [illegible] Falls

RECEIVED
JAN 9 1967
FOR FILING

9-1123
7056

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

January 5, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letters of November 18 and 23, 1966 regarding prospectuses for location surveys as follow:

1. Seaside-Cannon Beach Junction Section, Oregon Coast Highway, Clatsop County.

2. Addendum "B" to Location Prospectus, Sunset Highway-Tualatin Valley Highway, FAS 630, 145th Avenue, Washington County.

3. Cape Arago Highway-Woodland Drive Section, Empire-Coos Bay Highway, Coos County.

4. Third Street-Bend East City Limits Section, Central Oregon Highway, Deschutes County.

5. Vail Creek-Sweet Home Section, Santiam Highway, Linn County.

We have a copy of the Oregon Fish Commission's comments, noted in their letter of December 14, 1966. We concur with their remarks completely.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
JAN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

-6-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (4)
L. R. Chandler (2)
F. Putnam (2)
fp

ROK/dm

cc: Director OFC

RECEIVED
DEC 23 1966

COMMISSIONERS:
HERMAN F. MEIER, JORDEN, CHAIRMAN, BEAVERTON
EDW. C. HARRISCHMISH, PORTLAND
LEONARD B. HALL, CHARLESTON

9-1123
7056

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Peace
Morelock
Trout
Scott
Wills
Litchfield
Olson
Glenn
Swan
Bond

RECEIVED
DEC 19 1966
CONSTRUCTION
DIVISION

December 14, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RECEIVED
DEC 27 1966
OFFICE OF

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the following prospectuses transmitted to us by your letters dated November 18 and 23, 1966:

Seaside-Cannon Beach Junction Section, Oregon Coast Highway, Clatsop County.

Fish passage is required at the Necanicum River and Circle Creek crossings. If extensive channel changes are required on Circle Creek, we would appreciate reviewing contract plans prior to final approval.

NOTED
F. B. KLABOE

Addendum "B" to Location Prospectus, Sunset Highway-Tualatin Valley Highway Section, FAS 630, 145th Avenue, Washington County.

The Butner Road-Jenkins Road section of this project was commented on by us in a short note reply to you dated December 13, 1966. The other two sections have no streams involved, thus they are approved.

Cape Arago Highway-Woodland Drive Section, Empire-Coos Bay Highway, Coos County.

The Pony Slough crossing does not involve a fishery problem, thus it is approved.

Third Street-Bend East City Limits Section, Central Oregon Highway, Deschutes County.

12-19-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asbury (4)
L. R. Chandler (2)
fn

There is no apparent stream involved, thus the project is approved.

Vail Creek-Sweet Home Section, Santiam Highway, Linn County.

Fish passage is required at the Branch (Noble) Creek crossing. The prospectus indicates Highway 20 is adjacent to the South Santiam Highway just west of Sweet Home as well as inside the city limits.

The encroachment of the roadway slope into the stream bed reduces the effective spawning and rearing area as well as causing excessive silt loads. If encroachment and channel changes are involved in streams that produce or transport fish, we may ask for mitigation in some way to compensate for the fishery loss.

Sincerely,

B Carnegie

BURTON E. CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

9-1123

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 8, 1966

7056

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Third Street - Bend E City Limits Section
1252 Central Oregon Highway, F.A. Route 21
Oregon Project FAP-147

We have received and reviewed the location prospectus for subject section submitted with Mr. Morgan's November 18 letter.

We note that 11-foot travel ways with 10-foot curbed parking lanes are anticipated. Both AASHO and your current "Minimum Standards for New Construction", approved last spring, call for 12-foot minimum lane widths for this class of highway. In addition, the projected ADT of 11,900 alone would indicate the need for the greater lane widths.

It is our recommendation that you increase the traveled lane width to 12 feet, increasing the curb to curb width to at least 72 feet.

Keating
Price
Walker
Glenn
Swan

RECEIVED
DEC 1 1966

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

reply to Keating
12-13-66

RECEIVED
DEC 12 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 23 1966
PORTLAND

9-1123

7056

Prefix No. 9-1434

LOCATION PROSPECTUS
THIRD STREET-BEND EAST CITY LIMITS SECTION
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

HIGHWAY: Central Oregon. State Primary No. 7, Federal-aid Primary No. 21.

TERMINI: Westerly end of project at M.P. 0.51 which point is at the intersection of Third Street, The Dalles-California Highway. The easterly end is at M.P. 1.19 which point is the easterly city limits of Bend.

LENGTH: 0.68 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and drainage in the widening of Greenwood Avenue. Reconnaissance is not necessary. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not required.

CHARACTERISTICS: Existing ADT 6,600; projected ADT 11,900.

STANDARDS: Class "A(4)", tangent section, studies will be made in vertical alignment to match proposed grade with adjacent properties.

TYPICAL SECTION: Two 11-foot travel ways with 10-foot parking lanes bounded by curbs. The center lanes will be separated by a four-foot median. Total curb to curb distance 68 feet.

BASE: The tentative design for construction is:

Paving	4" A.C.
Top Course Base	3" Plant-mix Bituminous Base
Bottom Course Base	8" Crushed Base
Total Depth	15"

MATERIALS: Sources of material will be located and referenced to this project during the survey.

BRIDGE: None.

ACCESS: No control, jurisdiction of the City of Bend.

NOTED
TOM EDWARDS

ADDITIONAL FACILITIES: No railroads; routine negotiations for utility adjustments.

NOTED
TOM EDWARDS

AGREEMENTS: Required with City of Bend concerning City utilities. Project within city limits. Hearing required.

PARKS: None affected.

November 17, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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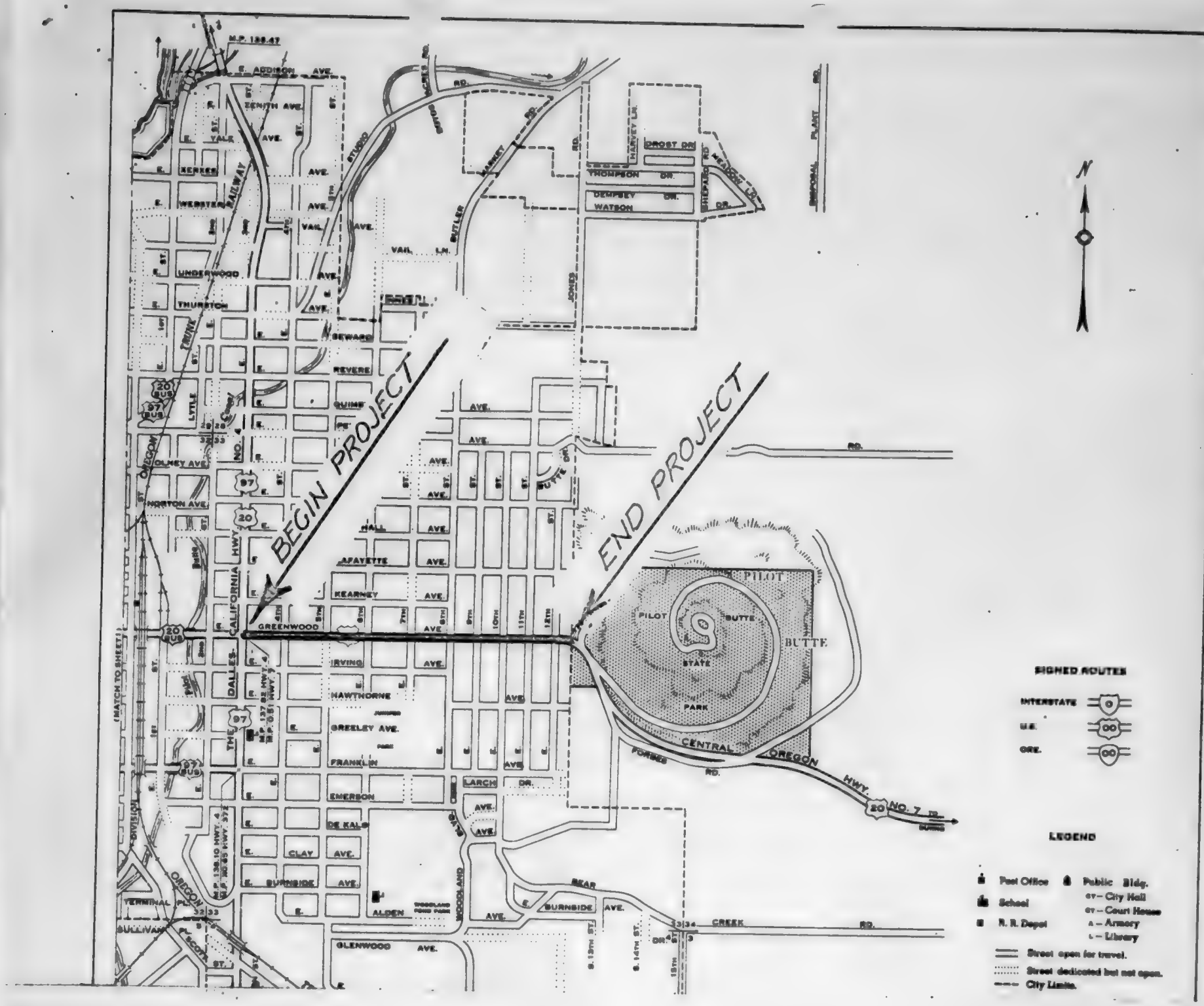
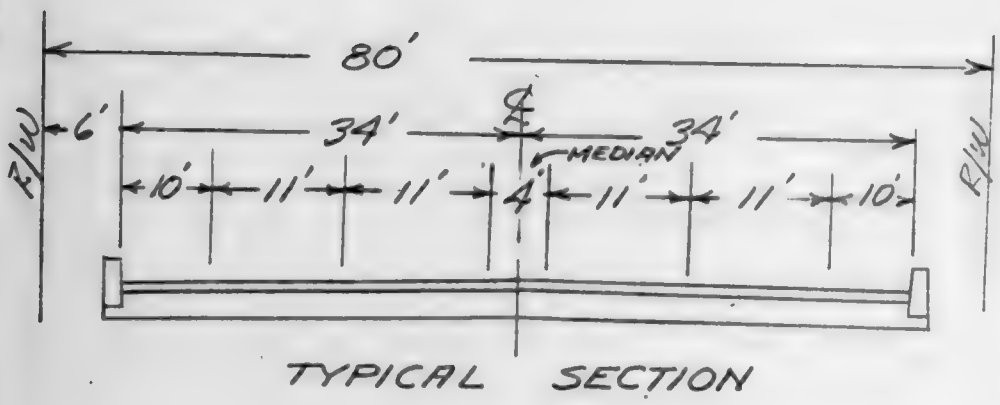
NOV 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP

THIRD ST. - BEND E. CITY L.

CENTRAL OREGON HWY.

DESCHUTES COUNTY.

1" = 1600'

1966

RECEIVED
FEB 14 1966
FOR FILING

9-1123

7056

410

MEMO TO FILES
February 11, 1966

Greenwood Avenue (3rd Street-East City Limits)
Central Oregon Hwy. No. 7
Tentative Cooperative Construction
City of Bend
(FBK Assignment 410)

NOTED
F. B. KLABOE

On February 8, the undersigned contacted City Manager Harold M. Puddy to ascertain the City's interest in a cooperative construction project on the above subject.

The Bend City Council on October 17, 1963, requested the Highway Department to schedule improvement of this project. This office contacted the city on May 7, 1964, and informed the city that such a request by a city was generally considered on a 75%-25% cooperative basis between State and city. No estimate of cost was given at that time. This project lay fairly dormant until January 13, 1966, when Division IV called this office and reported that the City of Bend was interested in an estimate of cost and per cent of city participation.

I informed Mr. Puddy that our present estimate of cost for this project is $267,000 based on a 68-foot curb to curb section, removing the existing pavement, and improving the grade to match the surrounding property. It was also reiterated that a 75%-25% cooperative basis was recommended should the City wish to request such a project for consideration by the Highway Commission. Mr. Puddy stated that the City was interested in such a project but would not be in a financial position to participate until the 1967 construction season or later.

Mr. Puddy requested a letter stating this estimate of cost and the basis on which it was prepared for reference by the City should they wish to proceed on this project at a future date. This office shall forward such a letter to the City of Bend.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:mm

cc: F. B. Klaboe
Victor Wolfe
F. D Morgan
J. F. Putnam

February 11, 1966

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Dear Mr. Puddy:

This letter is in response to your verbal request of February 8, 1966, for an estimate of cost for improving the Central Oregon Highway No. 7 (Greenwood Avenue) from 3rd Street to the east city limits.

The estimated cost of the proposed improvement is $267,000 based on a 60-foot curb-to-curb section, removing the existing pavement, and providing a grade that would better match the adjoining property. The 60-foot curb-to-curb section would provide four 12-foot driving lanes with 12-foot parking on each side of the street.

We sincerely hope that the above information will satisfy your request, and if we can be of any further service in this matter, do not hesitate to write to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

cc: F.D. Morgan
cc: J.F. Putnam
cc: F.B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT

TO: F. B. Klobue

SUBJECT: Greenwood Ave (3rd St. - ECL, Bend)
Central Oregon Hwy No. 7 (US 20)

FROM: Co-Cty Div.

FILING
9-1123

DATE: 1-25-66

7056

As discussed with you this date, attached is copy of estimate to widen & reconstruct Greenwood Ave. within City of Bend.

Per our discussion of this project the cost was estimated at $210,000 based on 64 foot curbed section. This data was windshield estimate of Div. 4.

Attached is data dated Sept. 29, 1964, on subject matter & estimated to cost $267,000 based on 68 foot curbed section. It is a possibility that additional right of way would be necessary in the event the 68' section was constructed, namely at street intersections to form proper radii's. The existing right of way width is 80 foot and the proposed length of project is approx. 3600 feet.

Please consider the attached & advise as to your thinking of going to the City on the proposed & asking for a cooperative project of 25% City - 75% State.

D.V. Hanavan
(SIGNATURE)

PLEASE REPLY HERE

Priddy has made notations.

STAFF

CC: _____ _____ _____
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
NOV 16 1965
FORM E-30 SOM 12-63 84676
R FILING
9-1123
7056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1965

SUBJECT: Proposed Intersection Improvement
Third Street (US97) at Greenwood Avenue (US20
Bend

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

At the request of the Division Engineer, we have made an investigation at the above intersection. This investigation was prompted by the large number of accidents occurring at the intersection.

There is attached one copy of our report of investigation. It will be noted that there were 17 accidents at this intersection in 1964 and 15 during the first eight months of 1965. Of the 42 accidents occurring in a two-year, eight-month period, 19 involved vehicles making left turns off Third Street.

Because of the large number of left turning accidents, establishment of left-turn lanes on Third Street with three-phase signalization would be in order. This would involve prohibition of parking and revision of the traffic signals. It is recommended that the plan be approved providing that the City will prohibit parking as required and pay one-half the cost of conversion of the traffic signals.

F. B. Crandall
Traffic Engineer

VPJ:ji
Attachment

Copy to Crandall 11-16-65
Try on City for Parking Prohib.

NOTED
TOM EDWARDS

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1967
FOR FILING

FORM E-30X 3004 7-64 SP 8230-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1965

9-1123

7056

To: Val Johnson
Traffic Control Engineer
O F F I C E

SUBJECT: Intersection Investigation
Third Street at Greenwood Avenue
Bend

The attached report recommends that the existing fully-actuated, two-phase traffic signals at the subject intersection be converted to three-phase, fully-actuated operation. Also that a certain amount of parking be prohibited and that channelization in the form of left-turn refuges be painted.

I have talked to Jim Putnam concerning these recommendations. He concurs, although is skeptical as to the City agreeing to the necessary parking prohibition.

Larry Orth
Traffic Investigator

LO:ji
Attachments

RECEIVED
AUG 17 1967
FOR FILING
9-1123
7056

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1965

REPORT OF INTERSECTION INVESTIGATION
Third Street at Greenwood Avenue
The Dalles-California Highway at Central Oregon Highway
Bend
US97 - Hwy. No. 4 - M.P. 137.65

Recommendations:

As a result of this investigation, it is recommended that painted channelization be applied at Third Street and Greenwood Avenue intersection in the city of Bend, as illustrated on the attached plan. This installation is estimated to cost $400.

It is also recommended that curb line parking be prohibited on both sides of Third Street between East Kearney Avenue and East Irving Avenue, M.P. 137.59, Engr. Sta. 70.25 to M.P. 137.72, Engr. Sta. 77+15. The signing is estimated to cost $300.00.

It is further recommended that the existing fully-actuated traffic signals at the subject location be converted to three-phase, fully-actuated operation to allow protected left-turn movements from Third Street. This conversion is estimated to cost $3,500.00.

The total estimated improvement cost is $4,200.00.

Historical Background:

Fully-actuated, two-phase traffic signals with pedestrian pushbuttons were installed at Third and Greenwood Streets in Bend on April 10, 1959.

Although Third Street was widened to 64 feet by sections, the Bend Bypass (US97) was completed and opened to traffic northerly to Swalley Canal on September 7, 1962.

This investigation and report is a part of a program initiated by the Oregon State Highway Department to investigate the ten worst accident locations in each Division during the first six months of 1964.

Investigation:

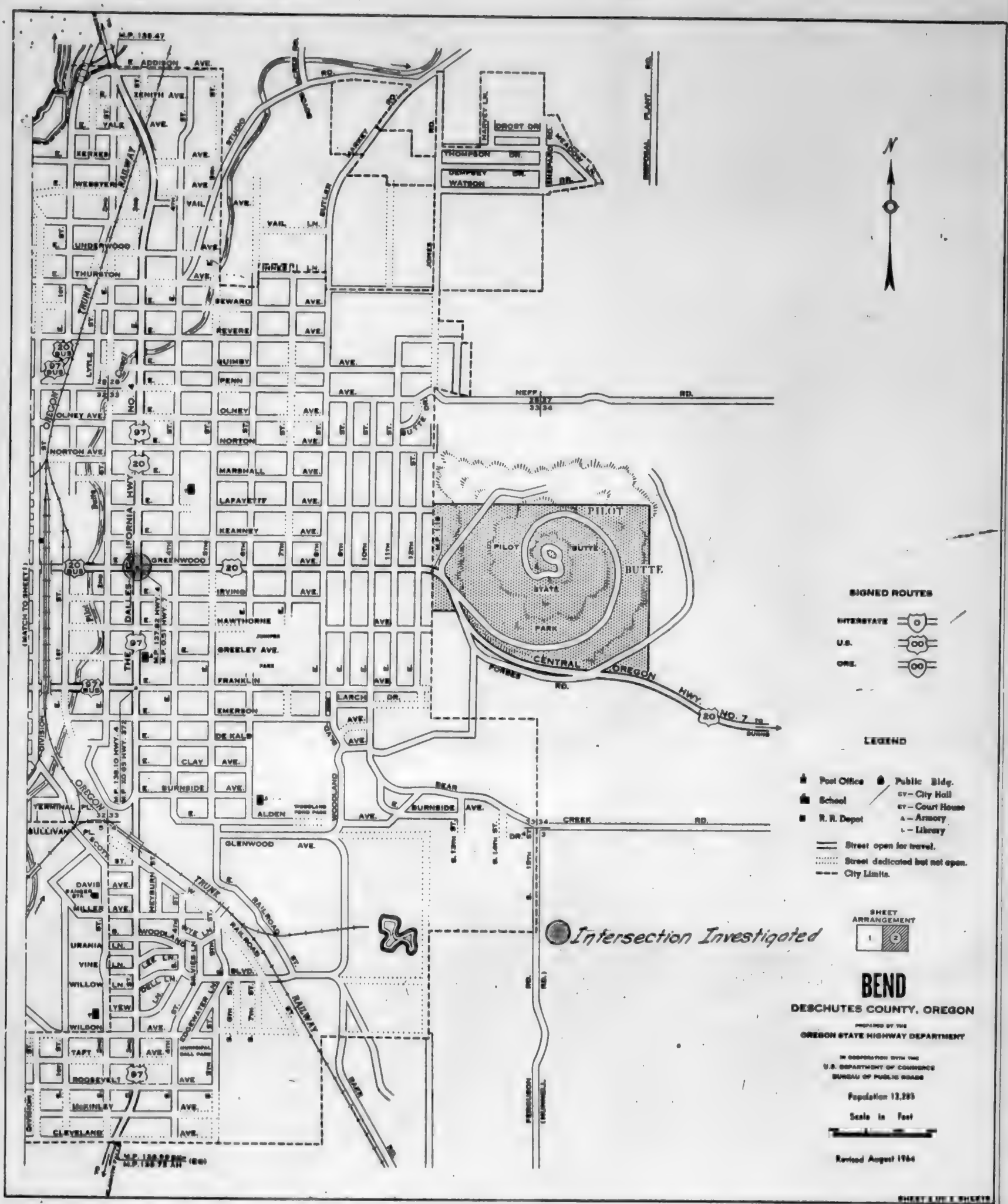
The junction of Third Street and Greenwood Avenue forms a four-way intersection. There are four lanes of traffic entering the intersection from all legs. Third Street is 64 feet in width while Greenwood Avenue is 40 feet wide on the easterly leg and 56 on the westerly. Traffic is presently controlled by fully-actuated, two-phase traffic signals with pedestrian pushbuttons. As was the case at Third and Franklin Avenue, this intersection lies in an outlying business district, thereby creating periods of congestion. Culture in the quadrants consists of two service stations, a supermarket and a hardware store, it would appear that there is generally ample off-street parking provided. Curb line parking is presently prohibited on the easterly leg of Greenwood Avenue. The indicated speed on Third Street is 35 MPH and 25 MPH on Greenwood Avenue in the vicinity of the subject intersection.

A 16-hour vehicle and pedestrian count, factored to 24 hours, was taken on March 31 and April 2, 1965. The total volume entering the intersection was 17,359 vehicles. Fifty-five percent entered the intersection from east and west on Greenwood Avenue. Although the heavier left-turn movements were those from west-to-north or from Greenwood Avenue to Third Street, twenty-three percent of the vehicles entering from the south accomplished left-turns. Fifteen percent of the vehicles from the north, on Third Street, made the opposing left-turn movement. During the 16-hour count, 152 pedestrians crossed Third Street while 98 crossed Greenwood Avenue.

During the period from January 1, 1963, through August 31, 1965, there were 42 reported accidents at the intersection. There were no fatalities, however, 20 persons were injured. As illustrated on the attached collision diagram, turning type collisions were predominant with 19 of the total 26 turning from Third Street. All 19 were of the type preventable by the installation of three-phase signalization with at least two rear-end collisions being of the type preventable had left-turn refuges been provided.

Although the percentage of left-turn movements do not necessarily appear to meet the warrants for the proposed installations, the congestion as witnessed, the accident history, plus the knowledge that this intersection is Priority No. 10 of the 10 worst accident locations during the first six months of 1964, due well indicate the need for corrective treatment. It is, therefore, recommended that three-phase signalization and left-turn refuges be installed at Third Street and Greenwood Avenue, in the city of Bend, as submitted.

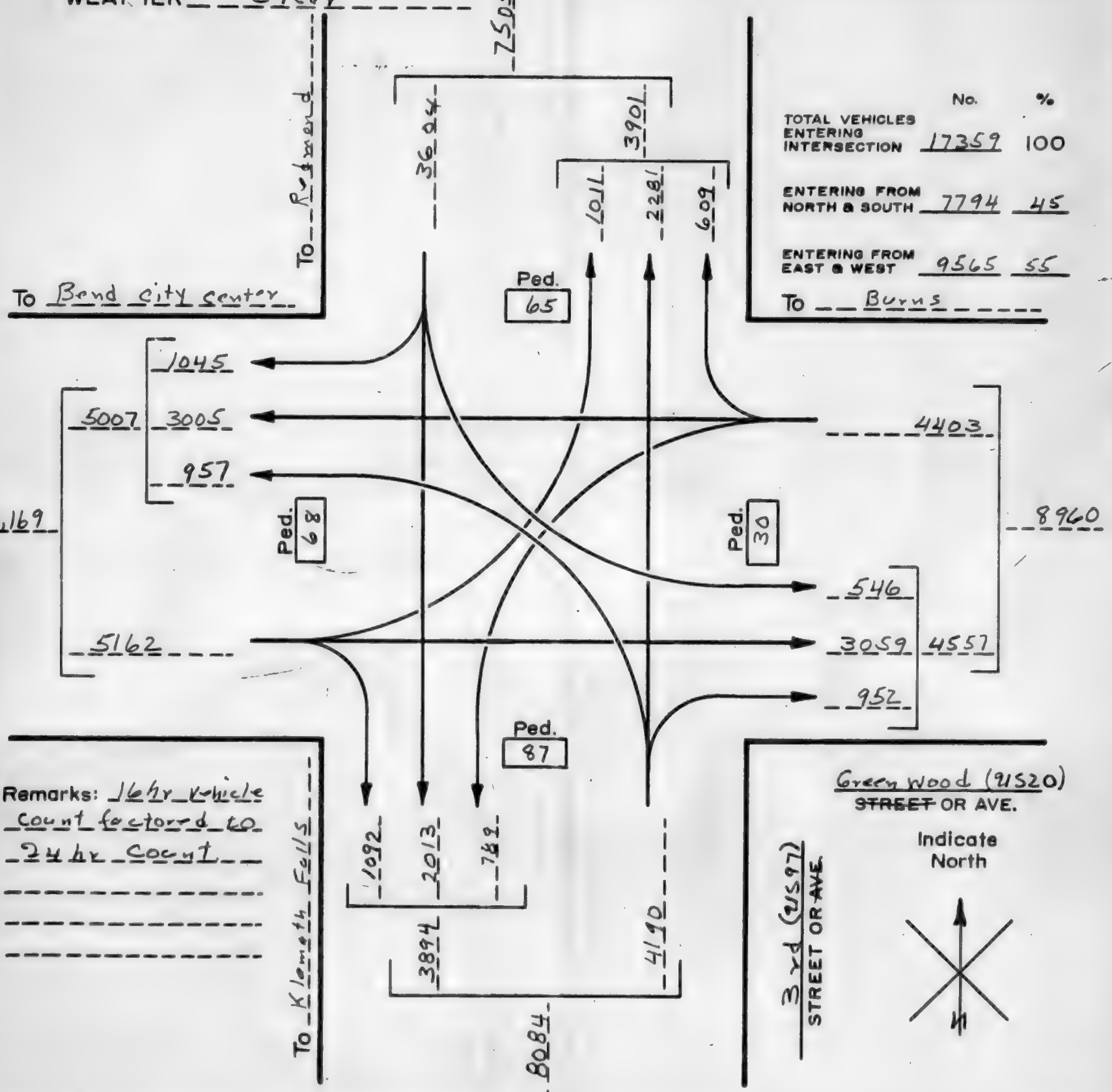
LO:ji


N
PILOT
BUTTE
STATE
PARK
CENTRAL OREGON HWY.
FORBES RD.
NEFF RD.
BEAR CREEK RD.
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
cy – City Hall
cr – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Intersection Investigated
SHEET ARRANGEMENT
1
2
BEND
DESCHUTES COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 12,395
Scale in Feet
Revised August 1964
SHEET 2 OF 2 SHEETS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 31 & April 2 1965
DAY OF WEEK Wed & Friday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-2PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-2PM
WEATHER Cloudy

CITY OF Bend
INTERSECTION OF 3rd Street (US97)
AND Greenwood Ave (US20)
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	17359	100
ENTERING FROM NORTH & SOUTH	7794	45
ENTERING FROM EAST & WEST	9565	55

To Burns

Remarks: 16 hr vehicle count factored to 24 hr count

12-55

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: March 31 & April 2, 1965
Day of week: Wednesday & Friday
Hours counted: 6 AM - 10 PM
Weather: Clear
Classification: All vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	6	8	15	5	29	42	41	29	10	6	3	6	200	104	52	96	48
	7:00- 8:00	16	26	51	24	127	124	176	74	48	46	37	53	802	417	52	385	48
	8:00- 9:00	30	24	52	47	104	103	201	114	33	57	57	57	879	403	46	476	54
	9:00-10:00	41	27	64	57	108	119	169	151	33	43	69	55	936	430	46	506	54
	10:00-11:00	29	43	57	50	97	122	167	196	41	56	52	58	968	419	43	549	57
	11:00-12:00	29	48	52	84	142	137	182	212	44	58	62	64	1114	482	43	632	57
P.M.	12:00- 1:00	34	56	78	79	153	201	264	264	64	68	97	83	1441	617	43	824	57
	1:00- 2:00	29	31	73	57	153	146	243	232	50	56	80	88	1238	545	44	693	56
	2:00- 3:00	38	36	72	61	107	108	183	207	65	47	71	43	1038	415	40	623	60
	3:00- 4:00	37	46	75	65	121	154	174	248	53	73	85	64	1195	524	44	671	56
	4:00- 5:00	43	47	105	89	183	169	228	256	61	63	90	78	1412	641	45	771	55
	5:00- 6:00	48	41	88	87	146	208	179	314	58	82	110	71	1432	643	45	789	55
	6:00- 7:00	46	51	57	65	118	141	167	200	46	68	60	44	1095	501	46	589	54
	7:00- 8:00	17	24	47	48	89	95	153	120	33	47	47	48	768	343	45	425	55
	8:00- 9:00	30	24	37	46	80	98	122	72	36	31	41	25	642	301	47	341	53
	9:00-10:00	23	22	27	55	73	107	83	92	42	34	32	31	621	295	48	326	52
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .		546	609	1045	1011	2013	2281	3005	3059	789	952	1092	957	17359	7794	45	9565	55
16-Hour total .		496	554	950	919	1830	2074	2732	2781	717	865	993	870	15781	7085	45	8696	55
__-Hour total .																		
Control . . .																		
Factor . . .																		

Tabul
Comp
Chec
Chec

3rd St. is North and South

Greenwood Ave St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Bend

Intersection 3rd st. (U.S 97) & Greenwood Ave. (U.S 20)

Station number

Code number

Classification All vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
6	3	6	200	104	52	96	48	50	59	37	54				
46	37	53	802	417	52	385	48	194	250	135	223		1		
57	57	57	879	403	46	476	54	186	258	218	217	1	4	9	10
43	69	55	936	430	46	506	54	213	229	277	217	3		7	2
56	52	58	968	419	43	549	57	183	251	298	236	1	2	3	3
58	62	64	1114	482	43	632	57	223	274	358	259	4	1	2	1
68	97	83	1441	617	43	824	57	265	384	440	352	1	3	1	12
56	80	88	1238	545	44	693	56	255	324	369	290			5	5
47	71	43	1038	415	40	623	60	217	284	339	198	2		5	5
73	95	64	1195	524	44	671	56	233	273	398	291	13	1	10	12
63	90	78	1412	641	45	771	55	331	336	435	310	7	10	13	28
82	110	71	1432	643	45	789	55	282	278	511	361	6	1	2	5
98	120	116	1095	506	46	589	54	221	264	325	285	10	5	1	2
47	47	48	768	343	45	425	55	153	210	215	190	11	2	8	2
31	41	25	642	301	47	341	53	147	182	159	154	1			
34	32	31	621	295	48	326	52	123	147	179	172	5		2	
952	1092	957	17359	7794	45	9565	55	3604	4403	5162	4190				
865	993	870	15781	7085	45	8696	55	3276	4003	4693	3809	65	30	68	87

uth

Vest

Tabulated by

Computed by ABC

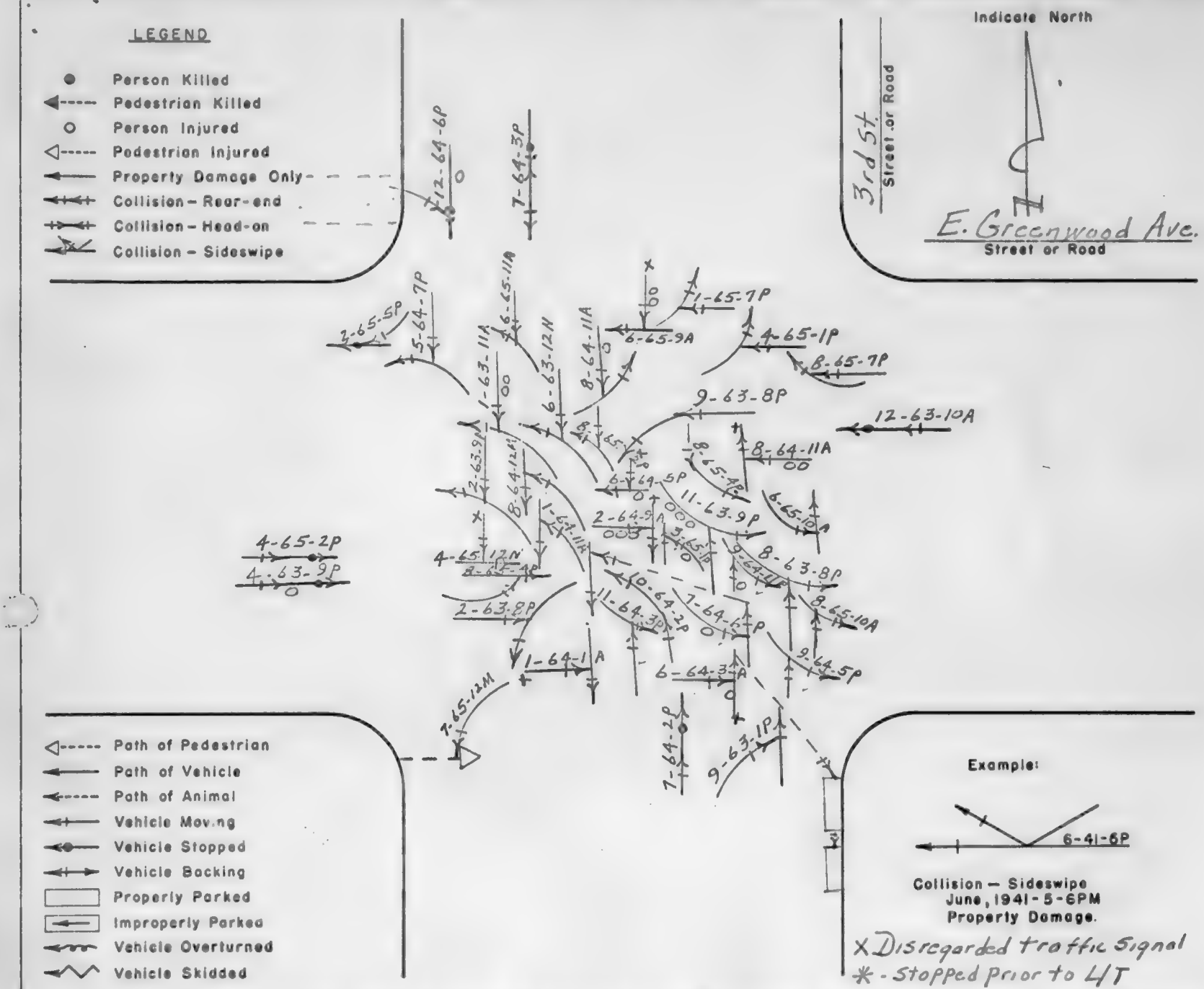
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Bend County Deschutes
Intersection of 3rd St and E. Greenwood Ave.
Highway Number 4 (US97) and 7 (US20 Bus)
Period Covered 1-1-63 to 8-31-65
Compiled by BC Drawn by _____ Date 10-29-65



Collision Type	1963				1964				8 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle										4	1	5		1	1	2		5	2	7
Head-on																				
Rear-end						1	2	3			2	2			2	2		1	6	7
Sideswipe																				
Turning Movement						2	5	7		4	5	9		1	9	10		7	19	26
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian														1		1		1		1
Backing											1	1							1	1
Misc.																				
TOTAL						3	7	10		8	9	17		3	12	15		14	28	42

RECEIVED
AUG 17 1967
FOR FILING
9-1123
7156

7-Lew.

Salem, Oregon
September 29, 1964

Third Street-East City Limits
Section
Central Oregon Highway
East City Limits of Bend

Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

As requested, I am attaching a reconnaissance-type estimate for improving the Greenwood Avenue from Third Street to the East City Limits of Bend on the Central Oregon Highway. As stated, this estimate is based on 68 feet curb to curb. The length is 3,600 feet. The estimated cost is $267,000.

I am also attaching some photographs of the area showing the condition of the pavement and the elevation in regard to the surrounding property. It will be necessary, in my opinion, to remove the existing pavement and lower the grade throughout the majority of this project and the estimate is based on this factor.

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

9-23-64

PRELIMINARY INVESTIGATION

GREENWOOD AVENUE EAST TO CITY LIMITS
BEND, OREGON

Subject project is roughly 3600 lineal feet in length, plus a necessary transition section beyond the city limits to connect revised grade with the existing. The present pavement is far too high in crown and general grade to be preserved in converting to a curbed section. Cracking is prevalent enough in the existing pavement that it is hardly worth preserving regardless of the grade situation. Therefore it is recommended that the grade be lowered approximately two feet or more in places in order to properly drain the surrounding area. Dry wells are in common use in Bend which obviate the normal storm drainage.

Right of way is 80 feet wide for the entire length of the project, having been established on the original plats.* At a curb-to-curb width of 68 feet it may be necessary to acquire additional right of way at the intersection corners in the form of property line radii in order to provide some sidewalk area behind the curbs at the return sections.

The city has some survey monumants in pavement wells on the center line of Greenwood. Proper notice should be given them well in advance of construction so that they may be referenced out and deepened. It is also assumed that the city will relocate several fire hydrants and that outside utilities will relocate two telephone poles; therefore no consideration is given these items on the estimate.

*Original plats are: "Center Addition to Bend" (Gould and Ward, Engineers), and "First Addition to Bend Park, Crook County". The originals were lost in a court house fire but the City has prints on file.

9-23-64

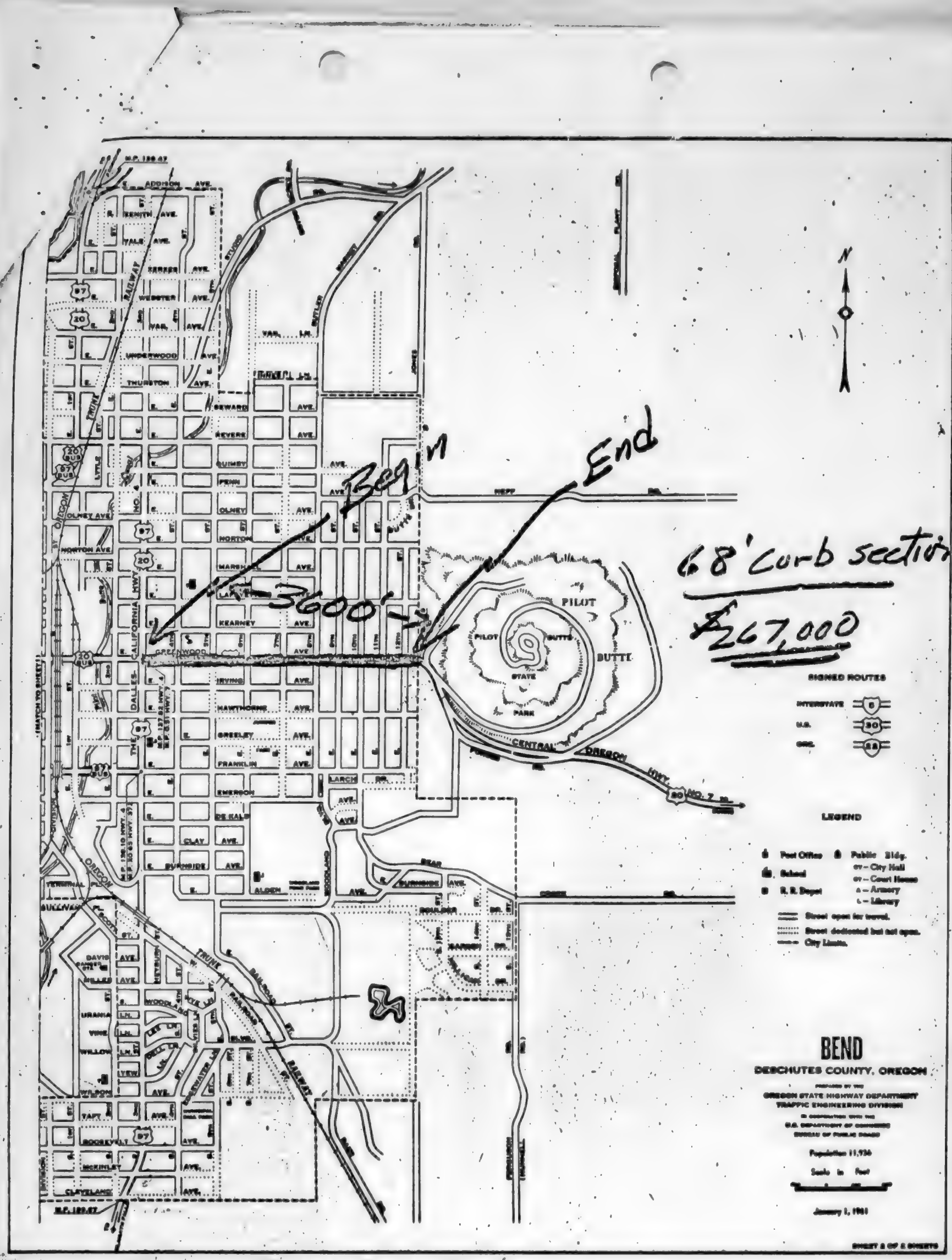
PRELIMINARY RECONNAISSANCE ESTIMATE

GREENWOOD AVENUE, 3RD STREET EAST TO CITY LIMITS
BEND, OREGON

Item	Unit	Net	Allowance	Total	Unit Price	Cost
Remove Existing Curbs	Lump Sum					$ 2,000.00
General Excavation	Cu. Yd.	27,200	2,720	29,920	2.25	67,320.00
Curbs, Type "C"	Lin. Ft.	7,200	720	7920	2.00	15,840.00
Bottom Course Base	Ton	15,847	1,585	17,432	2.50	43,580.00
Finish Course Base	Ton	2,692	269	2,961	2.60	7,402.00
Sprinkling	M-Gal.	370	40	410	2.50	1,025.00
Binder Course Aggregate	Cu. Yd.	245	25	270	2.10	567.00
Asphalt in Binder	Ton	39	4	43	50.00	2,150.00
Class "B" Asph. Concrete	Ton	4,634	463	5,097	8.00	40,776.00
Catch Basins	Each	18	2	20	100.00	2,000.00
Dry Wells	Each	18	2	20	240.00	4,800.00
						187,460.00
	Engineering & Contingencies - Congestion Factor					75,540.00
						263,000.00
Revise Traffic Signals						1,000.00
				TOTAL		$264,000.00

Transition Section, 600 Feet (Outside Urban Limits)

Excavation	Cu. Yd.	222	22	244	2.25	549.00
Bottom Course	Ton	320	32	352	2.50	880.00
Top	Ton	32	3	35	2.60	91.00
Asphalt Conc. Pavement	Ton	58	5	65	8.00	520.00
						2,040.00
	Engineering & Contingencies					960.00
				TOTAL		$ 3,000.00
				PROJECT TOTAL		$267,000.00


Begin
End
3600'
68' Curb section
$67,000
PILOT
BUTTE
STATE
PARK
CENTRAL OREGON HWY.
SIGNED ROUTES
INTERSTATE
U.S.
OREG.
LEGEND
Post Office
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
BEND
DESCHUTES COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
Population 11,536
Scale in Feet
January 1, 1961
SHEET 2 OF 2 SHEETS

3606

FORM E-30 SON 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 14, 1964

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

SUBJECT: Request for Street Improvement
Greenwood Avenue, City of Bend

To:

NOTED
DON HARWELL

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Attention: Mr. R. M. Allison

Referring to your memo to the files of May 12, 1964, relating to improving Greenwood Avenue, City of Bend. I have again talked this over with the City Manager and we are both of the same accord that improvement of this street when done should be done right; that is, with 64 foot curb street, being four 12' lanes and 8' parking, instead of the 44' referred to in paragraph 4 of your memo. Also, he advised that Greenwood Avenue from The Dalles-California Highway easterly to East Fifth Street is 40' in width between curbs instead of the 56' mentioned in paragraph 2 of your memo.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
cc: Lloyd P. Shaw

RECEIVED
MAY 18 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R JONES

MEMO TO FILES
5/12/64

NOTED
R. M. ALLISON

NOTED
R. H. PRATICE

NOTED
DON HAMMELL

REQUEST FOR STREET IMPROVEMENT
Greenwood Avenue
Central Oregon Highway
City of Bend

The City of Bend recently requested the Division Engineer for improvements on Greenwood Avenue. The request was forwarded to this office and on May 7, 1964, a conference was held with City Manager Puddy and City Engineer Eaton to determine the extent of the improvement desired. Bend also requested improvement of Century Drive Highway but indicated Greenwood ~~Drive~~ Ave on the Central Oregon as their first priority. The Century Drive project was discussed very briefly - most of the conference was on the latter project.

At present, Greenwood Avenue is a variable width street on an 80' right-of-way. From The Dalles-California Highway easterly to East 5th Street, the width of pavement is 56 feet. From E. 5th Street to the easterly city limits, the pavement width is 22 feet.

The City of Bend is interested in a curbing, draining, and widening project from East 3rd Street to the easterly city limits, a distance of about 0.64 mile. City had hoped to have the improvement done by the State at no cost to city but was informed that such a request might be inadvisable at this time. It was recommended that a cooperative 75%-25% project be considered and that a request for such a project be submitted via the Division Engineer.

It is recommended that the Division Engineer have an estimate made on the cost of improving Greenwood Avenue from East Third Street to the easterly city limits on the basis of a 44' curbed street section with appropriate drainage. Should the City of Bend feel that 25% of this estimate is within its means, then application for the project should be submitted for consideration by the State Highway Commission.

A map showing the location and various ADT's on this project is attached.

R. M. Allison, Field Engineer
County and City Division

RMA:mn
cc: Lloyd P. Shaw
Dean Swift, Div. IV

CITY of BEND

P. O. BOX 431
PHONE 382-4211

October 17, 1963

NOTED
DON HARWELL

allison

Oregon State Highway Department
North Dalles-California Highway
Bend, Oregon

Dear Sir:

The Bend City Commission in session on October 16, 1963, requested that the State of Oregon schedule the improvement of Greenwood Avenue between East Third Street and the east city limits; the improvement of Galveston Avenue between the Deschutes River and West Fourteenth Street; and the improvement of West Fourteenth Street from Galveston Avenue to the south city limits, at its earliest convenience.

Cent. Oregon Hwy ?
Hwy 372 Century Drive

It is our understanding that Century Drive Highway will be connected with Highway 58 within four or five years, and for this reason, if any priority is necessary, the Bend City Commission requests that the Greenwood improvement be scheduled first.

Thank you in advance for your consideration.

Sincerely yours,

Hal Puddy

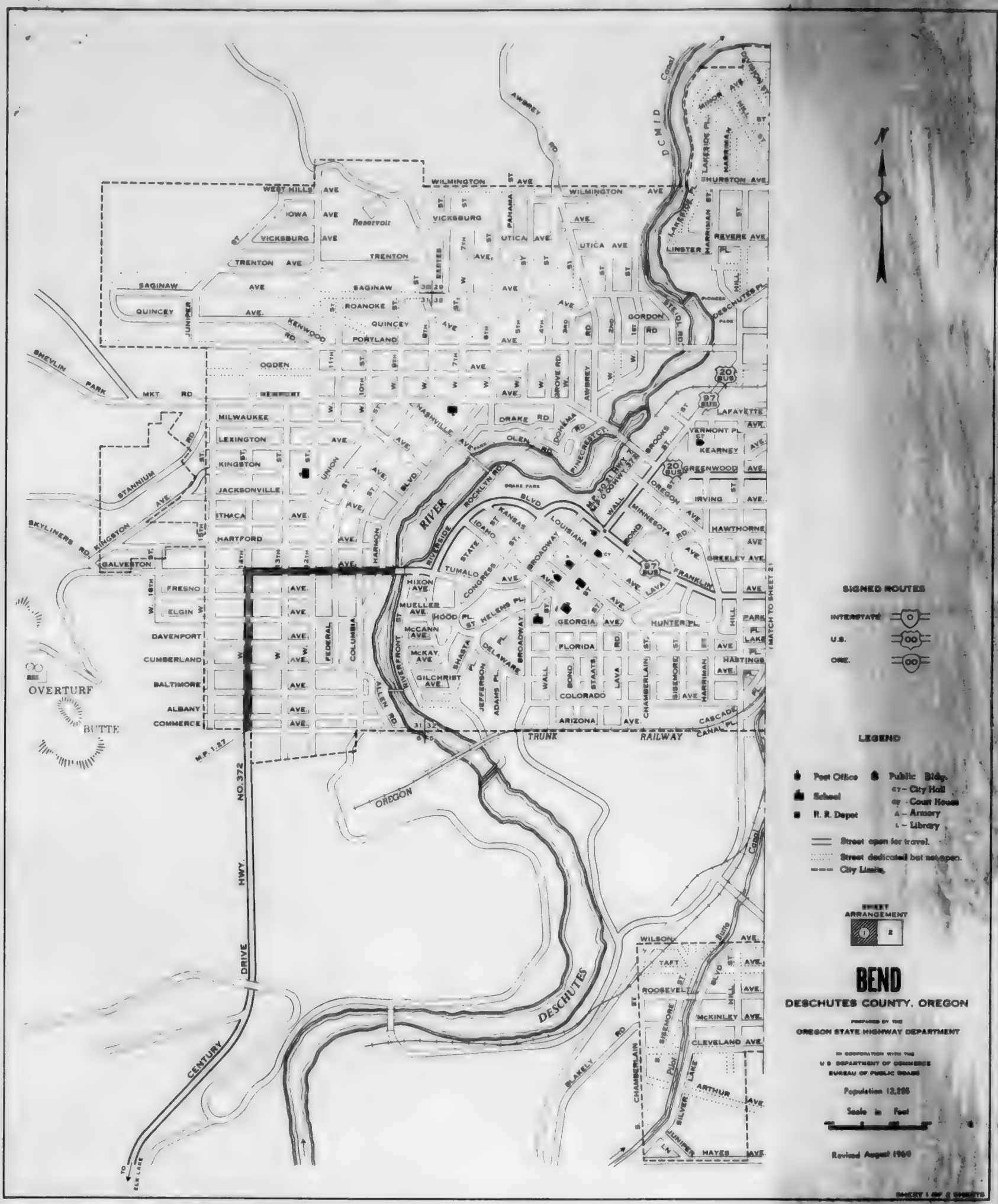
Hal Puddy
City Manager

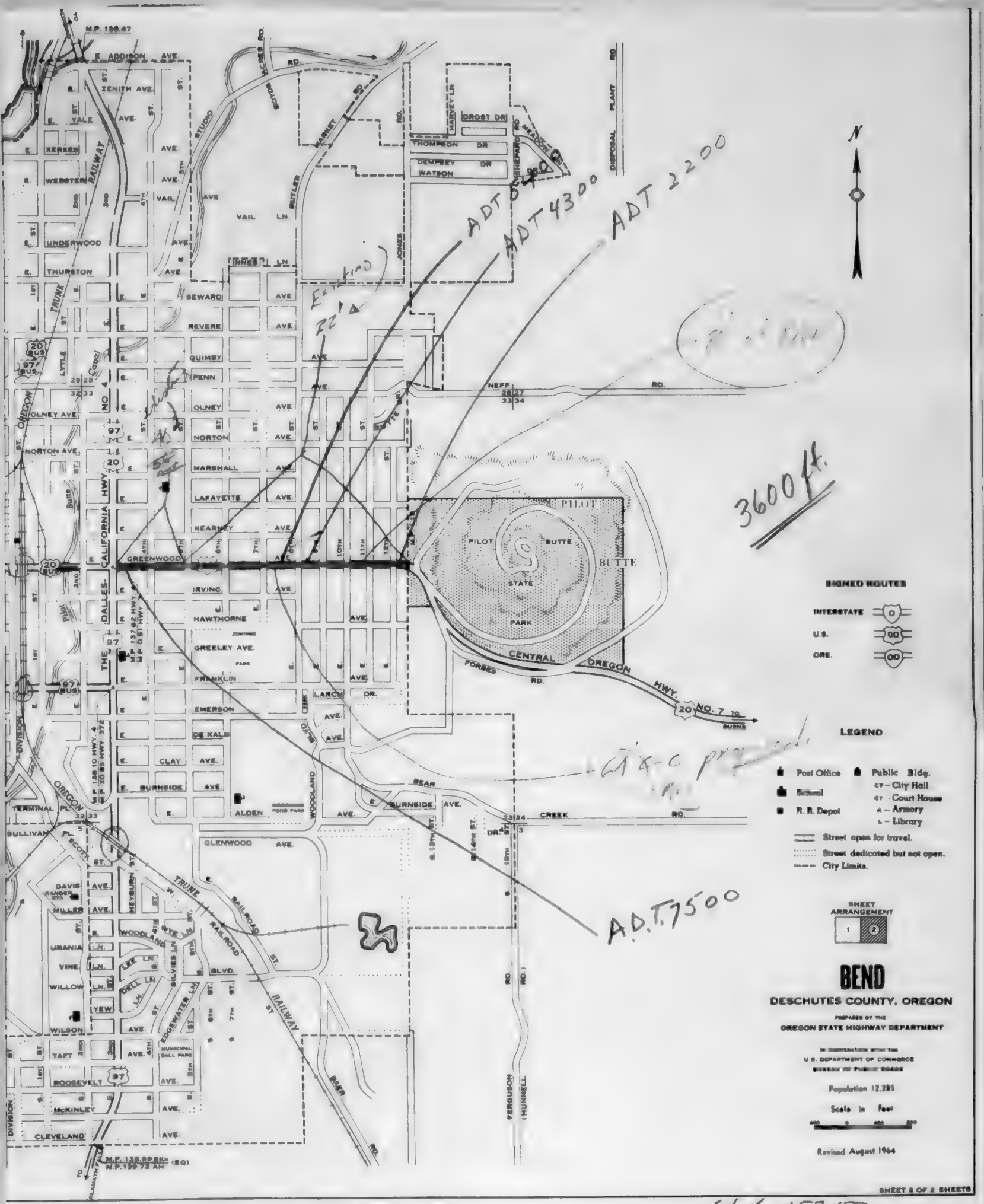
HMP:jm

NOTED
DEAN SWIFT

RECEIVED
APR 27 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED - G. W. MARTIN


WILMINGTON AVE
WEST HILLS AVE
IOWA AVE
VICKSBURG AVE
TRENTON AVE
SAGINAW AVE
QUINCEY AVE
PORTLAND AVE
OGDEN
NEWPORT
MILWAUKEE
LEXINGTON AVE
KINGSTON
JACKSONVILLE
ITHACA AVE
HARTFORD AVE
GALVESTON
FRESNO AVE
ELGIN AVE
DAVENPORT AVE
CUMBERLAND AVE
BALTIMORE AVE
ALBANY AVE
COMMERCE AVE
UTICA AVE
DRAKE RD
OLEN RD
GORDON RD
LAFAYETTE
VERMONT PL
KEARNEY AVE
GREENWOOD AVE
IRVING AVE
HAWTHORNE AVE
GREELEY AVE
FRANKLIN AVE
HURSTON AVE
REVERE AVE
LINSTER PL
DESCHUTES PL
GEORGIA AVE
HUNTER PL
FLORIDA AVE
COLORADO AVE
ARIZONA AVE
HABTINGS
CASCADE PL
CANAL PL
HOOD PL
MUELLER AVE
McCANN AVE
McKAY AVE
GILCHRIST AVE
HIXON AVE
WILSON AVE
TAFT AVE
ROOSEVELT
McKINLEY AVE
CLEVELAND AVE
ARTHUR AVE
HAYES AVE
RIVER
DESCHUTES
OREGON
CENTURY DRIVE
NO. 372 HWY.
M.P. 1.37
TO ELK LAKE
OVERTURF
BUTTE
TRUNK RAILWAY
AWBREY RD
DCMID Canal
Reservoir
SHEVLIN PARK MKT RD
STANNIUM AVE
SKYLINERS RD
KINGSTON
ROCKLIN RD
RIVERSIDE
BROADWAY
CONGRESS
STATE
TUMALO
MINNESOTA RD
WALL
BOND
LOUISIANA
KANSAS
IDAHO
DRAKE PARK
BLVD
PINECREST CT
DOHENA RD
KENWOOD RD
JUNIPER
ALLEN RD
RIVERFRONT ST
SHASTA PL
DELAWARE PL
JEFFERSON
ADAMS PL
HELENS PL
STAATS
LAVA RD
CHAMBERLAIN
BISMORE
HARRIMAN
LAKERIDGE
MINOR AVE
BLAKELY RD
PILOT
SILVER LAKE
ARTHUR
JUNIPER LN
TO SHEET 2
MATCH TO SHEET 1
20 BUS
97 BUS
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CH – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
SHEET ARRANGEMENT
1
2
BEND
DESCHUTES COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 12,286
Scale in Feet
Revised August 1960
SHEET 1 OF 2 SHEETS



Est. Cost 210,000

State 157,500.
City 52,500.

Firm up estimate thru consult. Mtx.

9-1124	Lapine-Shevlin Camp Rd. Sec. of Fremont Hwy. (Grading &	1967
#7057	Paving)	

R.R 652

RECEIVED
MAY 16 1969
FOR FILING
9-1124
7057

May 15, 1969

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $44 will be made to Bahler Bros., Inc., on Contract No. 7057 for grading and paving the Lapine-Sheviin Camp Road Section of the Fremont Highway in Deschutes and Klamath Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $842,906.23 including the post-final payment. Of the total $9,211.44 is for force account work.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Bahler Bros., Inc.
4617 S. E. Milwaukie Ave.,
Portland, Oregon 97202

Walter B. Ango Ins. Agency
Equitable Bldg.
Portland, Oregon
J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
FEB 19 1968
FOR FILING
9-1124
1001

February 19, 1968

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7057 awarded to Babler Bros., Inc., for grading and paving on the Lapine-Shevlin Camp Road section of the Fremont Highway in Deschutes and Klamath Counties was completed on December 30, 1967, and accepted by the Highway Commission on February 19, 1968.

Final payment in the amount of $40,716.50 will be released to the contractor after February 27, 1968. The total contract amount is $842,862.23 including $9,211.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Walter B. Ango Insurance Agency
Equitable Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 19 1968
FOR FILING
9-1124
165-1

February 19, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 30, 1967, on Contract No. 7057. The contract was with Hahler Brothers, Inc., and was for grading and paving of the Lapine-Shevlin Camp Road Section on the Fremont Highway in Deschutes and Klamath Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 19, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klabbe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb jes

9-1124
7057

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: La Pine - Shevlin Camp Road		WEEK ENDING: January 6, 1968
		SECTION PREFIX: 9-1124
HIGHWAY: Fremont		COUNTY: Deschutes and Klamath
NAME OF JOB: La Pine - Shevlin Camp Road	KIND OF WORK: Grading and paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 7057	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 25, 1967	DATE WORK STARTED: August 4, 1967	ESTIMATED COMPLETION DATE: Complete 12-30-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 5 SUPERVISION 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work / 90/270	WORK DAYS USED / CALENDAR DAYS USED: work / 85
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 94/31
PROJECT AUTHORIZATION: $915,387.75		
EXCLUSIVE OF ENGINEERING: $850,295.51	ENGINEERING AUTHORIZATION: $65,094.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $850,786.41	ENGINEERING COST TO DATE: $43,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 66 %	DATE PROJECT WAS COMPLETED: December 30, 1987 Post S.F. to Div. 1-5-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE PMBB	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	PMBB SURFACING	Stone Shldr MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.86	10.09	16.86		16.86
MILES PARTIALLY COMPLETED					
MILES COMPLETED	16.86	10.09	16.86		16.86
TOTAL ESTIMATED QUANTITIES (CONTRACT)	56,000 CY	66,000 T	7,000 CY		58,000 T
TOTAL QUANTITIES CORRECTED TO DATE	70,291	65,786	13,153 (PA)		57,820
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70,291	65,786	13,153		57,820
AVERAGE DAILY QUANTITIES	c o m p l e t e d				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Walker
Bond
Barbee
Walker
Glenn
Swan
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 8
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	[redacted]
FRIDAY	[redacted]
SATURDAY	

REMARKS

Post Semifinal Estimate submitted to Division Office January 5, 1968.

* F I N A L R E P O R T *

SIGNED R. H. Clark LOCATION R. H. Clark, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 11 1967

FOR FILING
9-1124
1067

Agenda
40

RAILROAD COMPANIES
FILE No. 633

Salem, Oregon
November 3, 1967

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Construction Agreement
LaPine-Shevlin Camp Road
Section
Fremont Highway
Klamath County

Attached for signature by Great Northern Railway Company are two copies of a construction agreement providing for improvement of existing grade crossing on the LaPine-Shevlin Camp Road Section of the Fremont Highway in Klamath County.

After the agreements have been signed and dated, a fully executed copy should be returned to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

cc: T. W. Litchfield

FORM [illegible] 23X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1967

Oregon State Highway Commission

AGENDA
OCT 31 1967
40

Gentlemen:

There will be on the agenda for the October 31 meeting a construction agreement with the Great Northern Railway Company providing for the improvement of an existing grade crossing on the LaPine-Shevlin Camp Road Section of the Fremont Highway in Klamath County.

This agreement provides for the Railroad to raise the grade of its tracks to conform to the new highway construction and to place flange rail throughout the improved crossing; this work to be done at Railroad expense. The State is to remove and replace the paving between the rails and perform all other work necessary to complete the crossing construction on either side of the tracks. The State is also required to maintain the asphalt surface, including that between the rails, after construction. The execution of this agreement will not result in cost to the State other than already obligated by our contract and our normal maintenance operation.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter
R. L. Porter
Deputy State Highway Engineer

cc (Floyd Query
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. M. Young
C. K. Maison
J. F. Putnam

(A)
2 COPIES TO BE SIGNED
by Commission

NOTED
FLOYD QUERY

RECEIVED
SEP 19 1967
FOR FILING

9-1124
7057

August 25, 1967

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for grading and paving on the Lapine-Shevlin Camp Road Section of the Fremont Highway in Deschutes and Klamath Counties for the sum of $804,378 and referred it to the State Highway Engineer with authority to award the contract as soon as the railroad permit of entry is executed.

This condition was fulfilled and the State Highway Engineer today awarded you the project which has been assigned Contract No. 7057. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 7, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
J. F. Putnam
R. H. Clark
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
JUN 2 - 1967
FOR FILING

9-1124
7057

Salem, Oregon 97310
June 2, 1967

Proposed Overlay
M.P. 0.00 to M.P. 16.86
Fremont Highway

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

We are presenting a recommendation to the State Highway Commission at its June 8 meeting that they authorize an overlay between these limits.

The overlay would consist of a six-inch plant mix bituminous base constructed from terraced gravels covered by a two-inch wearing surface of A C. between M.P. 0.00 and 10.09. Between M.P. 10.09 and M.P. 16 86, you should work up the project calling for a one-inch leveling course of A.C. followed by a four-inch A.C. overlay. Your estimate for the total package described above was $964,237.

Please therefore work up a project for this work with a proposed letting of July 27.

I am returning your file on the subject.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

Enc.

I-5-2(55) S. Umpqua R. Safety Rest 1967
112 Area. Pac. Hwy., South of
#7058 Roseburg

RECEIVED
MAY 5 - 1969
FOR FILE

I-5-2(55)112
7054

May 2, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed May 23, 1968, on Contract No. 7058. The contract was with H. R. Holst Construction and was for improvement on the South Umpqua River Safety Rest Area Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 2, 1969, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
MAY 5 - 1969
FOR FILING
I-5-2(55)112
7167

May 2, 1969

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7058 awarded to H. R. Halst Construction for improvement in South Umpqua River Safety Rest Area in Douglas County was completed on May 23, 1968, and accepted by the Highway Commission on May 2, 1969.

Final payment in the amount of $7,082.33 will be released to the contractor after May 9, 1969. The total contract amount is $158,904.07 including $12,663.12 for work performed under force account.

There are no outstanding claims filed against this contract.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc H. R. Halst Construction
East Third
Oakridge, Oregon 97463

Ward Insurance Agency
99 East 14th Avenue
Eugene, Oregon 97401
C. T. Keasey
Frank Morgan
V. E. Skoog
Attn: John Herr

Monthly transaction number	FL PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
4-98		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
12		Douglas
Modification number	(PPM 21-7) 4-23-67	Project number
3		I-5-2(55)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 161,576	$ 182,201
Federal funds	$ 149,000.00	$ 168,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect increase in construction costs; also approved Extra Work Order #2.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klaboe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Greene
(Division Engineer)
for R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-5-2(55)112

S. UMPQUA RIVER SAFETY REST AREA

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement estimate.

Salem, Oregon, April 15, 1969

Type Code YU21
Improvement (Sta. 3175+00) (Contract No. 7058)

Subtotal on previous revised estimate of August 15, 1968			$146,887.99
Previous Estimate			
Furnishing and Placing Topsoil	5,900 cu. yd.	2.45	$ 14,455.00
			$ 14,455.00
Revised Estimate			
Furnishing and Placing Topsoil	8,600 cu. yd.	2.45	21,070.00
Approved EWO #2 Repair Sloughed Areas	All Required		12,135.00
			$ 33,205.00
	Net Increase		18,750.00
	Subtotal		$165,637.99
	10% Engr. & Cost.		16,563.01
	Total		$182,201.00

Length of Project - - 0.00 mile

Federal Funds - - -

State Funds for Const.: Chap. 175; Laws 1917; Chap. 81, Laws 1920;
Chap. 539, Laws 1939.

State Funds for Maint.: Chap. 539, Laws 1939.

Prefix 610-1024

Monthly transaction number 9-19	FOR R-2A (REV 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-22-68	County Douglas
Modification number 1		Project number I-5-2(55)112

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 155,641	$ 161,576
Federal funds	$ 143,500.00	$ 149,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost by approved price agreements and extra work order.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of August, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [signature]
(Division Engineer)
R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(55)112

S. UMPQUA RIVER SAFETY REST AREA

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Revised Project Agreement estimate

August 15, 1968

Type Code X021
Improvement (Sta. 3175+00)(Contract No. 7058)

Subtotal on previous estimate of August 18, 1967 $141,492.50

Increases in cost by approved price agreements and Extra work order

P.A. 1	Type 'C' Concrete Curb	8.31	cu.yd.	$60.00	$ 498.60
P.A. 2	¾-inch Water Pipe	78	lin.ft.	.77	60.06
P.A. 2	1¼-inch Water Pipe	171.5	lin.ft.	.87	149.21
P.A. 2	2½-inch Water Pipe	336	lin.ft.	1.15	386.40
P.A. 2	¾-inch Steel Water Pipe	6	lin.ft.	.87	5.22
P.A. 2	1½-inch Manual Section Valve	1	only	32.00	32.00
P.A. 2	2-inch Manual Section Valve	1	only	42.00	546.00
P.A.	Full Circle Pop-up Rotary Heads	5	only	32.00	160.00
P.A.	Part Circle Pop-up Rotary Heads	24	only	32.00	768.00
P.A.	Shrubbery Heads	12	only	4.20	50.40
P.A.	Part Circle Agricultural Heads	70	only	12.87	900.90
P.A. 4	Firnish and Install Service Pole	Lump Sum			154.67
P.A. 5	Install A.C. Conc. Curb	492.5	lin.ft.	1.10	541.75
P.A. 6	Furnish and Install Shrubs	64	only	3.35	214.40
P.A. 7	Prune Oak Trees	Lump Sum			400.00
EWO 1	Furnish and Place Jute in Ditches	All Required			527.88
				Net Increase	$ 5,395.49
				Subtotal	$146,887.99
				10% Engr. & Cont.	14,688.01
				Total	$161,576.00

Length of Project - - - - - - - - - - - - - 0.00 miles

Federal Funds	$149,000.00
State Funds	12,576.00
	$161,576.00

State Funds for Const: Chap. 175; Laws 1917; Chap 31; Laws 1920; Chap. 529; Laws 1939
State Funds for Maint: Chap. 529; Laws 1939

Prefix 610-1024

F[illegible]Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]ATE
9-86		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(PPM 21-7) 9-13-67	Douglas
		PROJECT NO. I-5-2(55)112

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 155,641	$ 143,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By T. K. Lobre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer September 13, 1967

Oregon State Highway Department

Federal Aid
Project No. I-5-2(55)112

S. UMPQUA RIVER SAFETY REST AREA

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, August 18, 1967

Type Code X021
Improvement (Sta. 3175+00)(Contract No. 7058)

Work Item 1			
Embankment in Place	3,200 cu.yd.	$ 2.44	$ 7,808.00
Trench Excavation	110 cu.yd.	2.25	247.50
Special Backfill in Drains	50 cu.yd.	6.00	300.00
Furnishing and Placing Top Soil	5,900 cu.yd.	2.45	14,455.00
Tractor with Dozer	50 hours	14.00	700.00
Stone Base	80 cu.yd.	3.00	240.00
3/4" - 0 Material in Base	80 cu.yd.	5.00	400.00
Class "C" Asphalt Concrete	140 ton	14.90	2,086.00
12-inch Sewer Pipe	250 lin.ft.	3.50	875.00
6-inch Drain Pipe	400 lin.ft.	2.75	1,100.00
Concrete Inlet, Type C-2	1 only	320.00	320.00
Work Item 2			
Electrical Supply System	All Required		3,600.00
Work Item 3			
Well Housing	All Required		390.00
Water Supply and Chlorination Bldg.	All Required		2,290.00
Potable Water Pumping Installation	All Required		4,950.00
Work Item 4			
Type S Toilet Building	1 only	19,950.00	19,950.00
Extra Concrete	2 cu.yd.	40.00	80.00
Work Item 5			
Information Shelter	1 only	1,760.00	1,760.00
Work Item 6			
Irrigation Pumping Station	All Required		420.00
Irrigation Pumping Installation	All Required		2,450.00
Remote Electrical Pump Controller	All Required		260.00
½-inch Water Pipe	260 lin.ft.	0.77	200.20
3/4-inch Water Pipe	2,900 lin.ft.	0.77	2,233.00
1-inch Water Pipe	4,700 lin.ft.	0.89	4,183.00

Work Item 6 - contd.			
1¼-inch Water Pipe	3,000 lin.ft.	$ 0.65	$ 1,950.00
1½-inch Water Pipe	2,700 lin.ft.	0.87	2,349.00
2-inch Water Pipe	1,380 lin.ft.	0.93	1,283.40
2½-inch Water Pipe	2,560 lin.ft.	1.15	2,944.00
3-inch Water Pipe	500 lin.ft.	1.40	700.00
¾-inch Steel Water Pipe	80 lin.ft.	0.87	69.60
3/4-inch Steel Water Pipe	600 lin.ft.	0.89	534.00
1¼-inch Steel Water Pipe	46 lin.ft.	15.00	690.00
2½-inch Steel Water Pipe	90 lin.ft.	16.50	1,485.00
3-inch Steel Water Pipe	400 lin.ft.	5.50	2,200.00
3/4-inch Gate Valves	1 only	20.00	20.00
1¼-inch Gate Valves	1 only	24.00	24.00
2½-inch Gate Valves	4 only	75.00	300.00
1½-inch Manual Section Valves	2 only	32.00	64.00
2-inch Manual Section Valves	38 only	42.00	1,596.00
3/4-inch Quick-Coupling Hose Valves	106 only	6.90	731.40
¾-inch Manual Drain Valves	60 only	9.50	570.00
Pop-up Rotary Sprinkler Heads	78 only	32.00	2,496.00
Pop-up Nonrevolving Sprinkler Heads	320 only	6.00	1,920.00
Shrubbery Sprinkler Heads	32 only	4.20	134.40
Full Circle Agricultural Rotary Sprinkler Heads	12 only	9.00	108.00
Work Item 7			
4-inch Sewer Line	30 lin.ft.	3.00	90.00
7,000 Gallon Septic Tank	1 only	1,900.00	1,900.00
Siphon Dosing Tank	All Required		2,100.00
4-inch Bit. Fiber Effluent Line	1,200 lin.ft.	1.80	2,160.00
Size 3600 Disposal Field	1 only	3,200.00	3,200.00
4-inch Cast-Iron Effluent Line	1,580 lin.ft.	2.45	3,871.00
Work Item 8			
Concrete Curbs	5 cu.yd.	60.00	300.00
Extra for A.C. Conc. Walks and Surfacing	860 sq.yd.	3.20	2,752.00
Picnic Tables	10 only	165.00	1,650.00
Concrete Drinking Fountains	4 only	180.00	720.00
Water Hydrants	6 only	95.00	570.00
Refuse Receptacles	8 only	32.00	256.00
5' Chain Link Fence	600 lin.ft.	3.50	2,100.00
Lawn Construction	5 acre	800.00	4,000.00
Furnishing and Planting Trees	100 only	12.00	1,200.00
Furnishing and Planting Shrubs	1,800 only	3.60	6,480.00
Furnishing and Planting Vines	12,200 only	0.37	4,514.00
Inorganic Fertiliser, 10-16-8	10 cwt.	7.00	70.00
Organic Fertiliser, 5-3-2	16 cwt.	9.00	144.00
Manure Fertiliser	36 cu.yd.	9.00	324.00
Mulch	80 unit	19.50	1,560.00
Area Illumination Installation	All Required		4,000.00

Work Item 9			
Moving Cost	All Required		$ 450.00
Drilling Test Holes, 0-50 Feet Deep	150 lin.ft.	$ 9.00	1,350.00
Drilling Test Holes, 50-100 Feet Deep	100 lin.ft.	9.00	900.00
Furnish and Install Test Hole Casing	200 lin.ft.	3.70	740.00
Standby Time	10 hour	10.00	100.00
Abandonment of Holes	3 only	75.00	225.00
Filling Abandoned Holes	200 lin.ft.	1.00	200.00
			$141,392.50
Flagging (57½¢ of Contractor's Cost)	All Required		$ 100.00
			$ 100.00
	Subtotal		$141,492.50
	10% Engr. & Cont.		14,148.50
	Total		$155,641.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

S. UMPQUA RIVER SAFETY REST AREA

PROJECT NO. I-5-2(55)112

STATE WORK

Portable Sprinklers	12 only	$16.50	$198.00
Rubber Hose	4 only	14.00	56.00
			$254.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(55)112

S. UMPQUA RIVER SAFETY REST AREA

PACIFIC HIGHWAY IN DOUGLAS COUNTY

P.S. & E. Estimate

Salem, Oregon, June 29, 1967

Type Code Y021

Improvement (Sta. 3175+00)

Work Item 1

Embankment in Place	3,200 cu. yd.	$ 2.00	$ 6,400.00
Trench Excavation	110 cu. yd.	3.50	385.00
Special Backfill in Drains	50 cu. yd.	5.50	275.00
Furnishing and Placing Topsoil	5,900 cu. yd.	2.50	14,750.00
Tractor with Dozer	50 hours	20.00	1,000.00
Stone Base	80 cu. yd.	5.00	400.00
3/4" - 0 Material in Base	80 cu. yd.	3.00	240.00
Class "C" Asphalt Concrete	140 ton	15.00	2,100.00
12-inch Sewer Pipe	250 lin. ft.	4.00	1,000.00
6-inch Drain Pipe	400 lin. ft.	2.10	840.00
Concrete Inlet, Type G-2	1 only	200.00	200.00

Work Item 2

Electrical Supply System	All Required		$ 4,300.00

Work Item 3

Well Housing	All Required		$ 400.00
Water Supply and Chlorination Building	All Required		2,500.00
Potable Water Pumping Installation	All Required		3,000.00

Work Item 4

Type 8 Toilet Building	1 only	$16,800.00	$ 16,800.00
Extra Concrete	2 cu. yd.	40.00	80.00

Work Item 5

Information Shelter	1 only	$1,500.00	$ 1,500.00

Work Item 6

Irrigation Pumping Station	All Required		$ 1,200.00
Irrigation Pumping Installation	All Required		2,000.00
Remote Electrical Pump Controller	All Required		200.00
1/2-inch Water Pipe	260 lin. ft.	$ 0.55	143.00
3/4-inch Water Pipe	2,900 lin. ft.	0.60	1,740.00
1-inch Water Pipe	4,700 lin. ft.	0.65	3,055.00
1-1/4 inch Water Pipe	3,000 lin. ft.	0.70	2,100.00
1-1/2 inch Water Pipe	2,700 lin. ft.	0.85	2,295.00
2-inch Water Pipe	1,380 lin. ft.	1.10	1,518.00
2-1/2 inch Water Pipe	2,560 lin. ft.	1.20	3,072.00
3-inch Water Pipe	500 lin. ft.	1.60	800.00
1/2-inch Steel Water Pipe	80 lin. ft.	0.65	52.00
3/4-inch Steel Water Pipe	600 lin. ft.	0.70	420.00
1-1/4 inch Steel Water Pipe	46 lin. ft.	1.50	69.00
2-1/2 inch Steel Water Pipe	90 lin. ft.	3.50	315.00
3-inch Steel Water Pipe	400 lin. ft.	4.00	1,600.00
3/4-inch Gate Valves	1 only	15.00	15.00
1-1/4 inch Gate Valves	1 only	20.00	20.00
2-1/2 inch Gate Valves	4 only	70.00	280.00
1-1/2 inch Manual Section Valves	2 only	25.00	50.00
2-inch Manual Section Valves	38 only	30.00	1,140.00
3/4-inch Quick-Coupling Hose Valves	106 only	8.00	848.00
1/2-inch Manual Drain Valves	60 only	8.00	480.00
Pop-up Rotary Sprinkler Heads	78 only	35.00	2,730.00
Pop-up Nonrevolving Sprinkler Heads	320 only	5.00	1,600.00
Shrubbery Sprinkler Heads	32 only	2.00	64.00
Full-Circle Agricultural Rotary Sprinkler Heads	12 only	20.00	240.00

Work Item 7

4-inch Sewer Line	30 lin. ft.	3.00	$ 90.00
7,000 Gallon Septic Tank	1 only	4,000.00	4,000.00
Siphon Dosing Tank	All Required		2,500.00
4-inch Bit. Fiber Effluent Line	1,200 lin. ft.	2.10	2,520.00
Size 3600 Disposal Field	1 only	8,250.00	8,250.00
4-inch Cast Iron Effluent Line	1,580 lin. ft.	2.50	3,950.00

Work Item 8

Concrete Curbs	5 cu. yd.	$ 40.00	$ 200.00
Extra for A. C. Conc. Walks and Surfacing	860 sq. yd.	4.50	3,870.00
Picnic Tables	10 only	155.00	1,550.00
Concrete Drinking Fountains	4 only	150.00	600.00
Water Hydrants	6 only	100.00	600.00
Refuse Receptacles	8 only	32.00	256.00
5' Chain Link Fence	600 lin. ft.	4.00	2,400.00
Lawn Construction	5 acre	1,800.00	9,000.00
Furnishing and Planting Trees	100 only	12.00	1,200.00
Furnishing and Planting Shrubs	1,800 only	4.50	8,100.00
Furnishing and Planting Vines	12,200 only	0.60	7,320.00
Inorganic Fertilizer, 10-16-8	10 cwt.	8.00	80.00
Organic Fertilizer, 5-3-2	16 cwt.	8.00	128.00
Manure Fertilizer	36 cu. yd.	8.00	288.00
Mulch	80 unit	20.00	1,600.00
Area Illumination Installation	All Required		5,000.00

Work Item 9

Moving Cost	All Required		$ 100.00
Drilling Test Holes, 0 - 50 feet Deep	150 lin. ft.	6.00	900.00
Drilling Test Holes, 50 - 100 feet Deep	100 lin. ft.	8.00	800.00
Furnish and Install Test Hole Casing	200 lin. ft.	6.00	1,200.00
Standby Time	10 hour	12.00	120.00
Abandonment of Holes	3 only	100.00	300.00
Filling Abandoned Holes	200 lin. ft.	0.35	70.00
			$151,708.00
Flagging (57-1/2% of contractor's cost)	All Required		100.00
	Subtotal		$151,808.00
	10% Engr. & Cont.		15,180.00
	Total		$166,988.00

Length of Project - - - 0.00 mile

Federal Funds	$154,000.00
State Funds	12,988.00
Total	$166,988.00

STATE WORK

Portable Sprinklers	12 only	$20.00	$240.00
Rubber Hose	4 only	20.00	80.00
			$320.00

RECEIVED
APR 1 - 1969
FOR FILING
I-5-2(55)112
1058

March 31, 1969

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization for the South Umpqua River Safety Rest Area is apparent. This is Contract 7038, an interstate project, with M. K. Holst Construction Company on the Pacific Highway in Douglas County.

The original authorization was $139,464.81 and it now appears that the final cost will be $179,369.63 or an increase of 12 percent. The principal reasons for the overrun are additional topsoil and mulch required to get desired results in lawn areas and planting beds, revisions to the irrigation system, extra work involved in correcting slough conditions in planting areas of fills and an increase in engineering expense due to an extended contract period which was caused by weather conditions not suitable for planting or other features of the work.

The Bureau of Public Roads has given its approval to the items of extra work contributing to the overrun.

This matter will be on the agenda for the April 22 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
C. H. Maison
L. H. Young
C. T. Keasey

AAR:CAG:jf:jr sr

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1969

SUBJECT: South Umpqua Safety Rest Area
Contract No. 7058

To:

Tom Edwards
Asst. State Hwy. Engineer

BUILDING

I believe that the concurrence of the Bureau of Public Roads in the overrun of the project authorization is not required. The Bureau of Public Roads has approved the extra work items contributing to the overrun.

If telephone approval can be obtained for this authorization then final payment can be made to the contractor. Commission has approved a time extension on this project.

A. A. Rear
Asst. Bridge Engineer

AAR:smd

NOTED
TOM EDWARDS

RECEIVED
MAR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form R-109—6M

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

RECEIVED
APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
Contingent upon modification of project agreement if additional funds are required
NOV 18 1968
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name So. Umpqua River Safety Rest Area (S.B. Unit) Date March 24, 1969

Highway Pacific Contract No. 7058

County Douglas Prefix 610-1024

Contractor M. R. Holst Construction Co. F. A. Project No. I-5-2(55)112

Address P. O. Box 692, Oakridge, Oregon 97463 Order No. 2 - Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place gravel blanket in slough areas, replace topsoil, replant English Ivy and mulch as needed. Repair broken irrigation lines.

NOTED
F. B. KLABOE

Location by station numbers:

Ln 3169+70 to 3171+25

Estimate of quantities and cost:

Equipment	$4,059.90
Labor	3,695.34
Total	$7,755.24

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional equipment and labor was required to repair irrigation lines and to repair the slope than was originally estimated.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$159,464.81	
Present estimate of project cost, including $ 7,755.24 for work under this order	$186,744.15	
Expected ~~XXXXXXXX~~ over-run amount	$ 27,279.34	
Expected ~~XXXXXXXX~~ over-run per cent	17.1	

Submitted by: /s/ Howard R. Harris
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction~~ Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Engineer

Approved: /s/ F. D. Morgan 4-9-69

RECEIVED
MAR 11 1969

RECEIVED
MAR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7058
Prefix 610-1024
FAP I-5-2(55)112

Dear Sir:

The replacement planting work under Contract No. 7058, South Umpqua River Safety Rest Area Section of the Pacific Highway in Douglas County, was completed January 13, 1969.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-28-69

Conditions noted on above date:

Project has been satisfactorily completed and final inspection made on above date.

R. E. Simpson
Division Engineer

JK:fw
TO: Forrest Cooper
F. D. Morgan

RECEIVED
FEB 11 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 7, 1969

NOTED
F. B. KLABOE

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Engineering Costs
South Umpqua Safety Rest Area
Pacific Highway
Contract 7058

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
FEB 10 1969
CONSTRUCTION DIVISION

Attached is an explanation of engineering costs by Howard Harris, Resident Engineer on the above subject section as requested in your letter of January 20, 1969.

Mr. Harris states he is working up a daily breakdown of labor and equipment charges at Mr. Merchant's request and will send you a carbon copy when he gets it completed.

JOHN QUINER II
Assistant Division Engineer

F. D. Morrison
F. D. MORRISON
Division Office Engineer

FDM/cw
Attach.

RECEIVED
FEB 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 10-68 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 7, 1969

SUBJECT:

To:

C. T. Keasey
Division Engineer
Roseburg, Oregon

South Umpqua Safety Rest Area
Contract No. 7058
Engineering Cost

The contract was awarded August 7, 1967. The contractor, M. R. Holst, went to work August 15, 1967. The completion date for project was December 31, 1967. Work was completed May 23, 1968, when job went into establishment period. Replant was started October 23, 1968, but due to difficulty in getting required plants and trees, was not completed until December 18, 1968. A section of roadway slope sloughed causing damage to plants and irrigation system. Contractor started repair under an E.W.O. on December 9, 1968. Due to unfavorable weather conditions this work was not completed until January 13, 1969. Taking into consideration the Stop Work Order issued and the slope repair work, the percentage of time use was approximately 150 per cent.

The engineering charges to January 1, 1969 break down as follows:

Time Report	$ 18,480.11
Lab. Charges	1,080.80
Equipment Rental	1,030.93
Office rent, utilities, pictures, etc.	723.63
Storeroom	291.87
	$21,616.34
Additional on I.B.M. sheets	3,201.18
	$ 24,817.53

It is assumed that the additional $ 3,201.18 shown were charges made by Geologists and Landscape, of which there is no record in this offi ce.

C. T. Keasey South Umpqua Safety Rest Area

A complete daily breakdown of time report and equipment charges are being made at Mr. Merchant's request. This report is not as yet complete, when it is a copy will be sent to you.

Howard R. Harris
Resident Bridge Engineer

cc: Ivan D. Merchant

I-5-2(55)112 7058

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. Umpqua River Safety Rest Area (N. B. Unit)		WEEK ENDING: January 18, 1969
		SECTION PREFIX: 610-1024
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: S. Umpqua River Safety Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: M. R. Holst Const.	CONTRACT NUMBER: 7058	FEDERAL AID PROJECT NUMBER: I-5-2(55)112
DATE OF CONTRACT: August 12, 1967	DATE WORK STARTED: August 15, 167	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 159.464.61	SPECIFIED COMPLETION DATE: May 23, 1968	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 148,125.09	ENGINEERING AUTHORIZATION: $ 11,339.72 ~~26,350.00~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153,150.72	ENGINEERING COST TO DATE: $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION 232 %	DATE PROJECT WAS COMPLETED: May 23,1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 - pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Rain			
MONDAY 13	Overcast			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
[illegible] Bond B Walker Bschme Johnson EQ

RECEIVED
JAN 20
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity.
MONDAY 13	General shaping of slope & general cleanup. (E.W.O. work).
TUESDAY	No further activity.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work completed on project as of ~~XXX~~ January 13, 1969.

Final Weekly Report.

SIGNED Howard R. Harris by Bruce M. Kay LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form E-372 (Rev. 10-66)

I-5-2(55)112

7058

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project South Umpqua River Safety Rest Area Date December 20, 1968

Highway Pacific Contract No. 7058

County Douglas Kind of Work Improvement Contractor M. B. Halet Const. Co.

	Authorized	Estimated
Contract Amount	$141,646.50	$141,452.42
Anticipated Items	100.00	-
Contingency (4½%)	6,378.50	11,690.30
Engineering	11,339.72	26,219.91
Credits	-	-
PROJECT COST	$159,464.81	179,369.63
NET INCREASE $		19,904.82

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C)Item No. 1 Embankment in Place	6,121.72	-1,606.28
(C)Item No. 2 Trench Excavation	271.20	+ 23.78
(C)Item No. 3 Special Backfill in Drains	445.56	+ 145.56
(C)Item No. 4 Top Soil	21,111.65	+6,656.65
(C)Item No. 5 Tractor with Dozer	444.50	- 255.50
(C)Item No. 6 Stone Base	210.00	- 30.00
(C)Item No. 8 Class "G" Asphalt Concrete	2,408.44	+ 322.44
(C)Item No. 9 12" Sewer Pipe	532.00	- 343.00
(C)Item No.10 6" Drain Pipe	990.00	- 210.00
(C)Item No.17 Extra Concrete	None	- 80.00
(C)Item No.23 3/4" Water Pipe	2,000.46	- 232.54
(C)Item No.27 2" Water Pipe	1,468.48	+ 179.08
(C)Item No.29 3" Water Pipe	832.30	+ 132.30
(C)Item No.34 3" Steel Water Pipe	1,669.25	- 330.75

APPROVED BY STATE HIGHWAY COMMISSION DATE 12-27-68

(over)

Principal reasons for overruns (Continue on reverse side): The principle overruns on project were Top Soil and Mulch which was required to get desired results in lawn area and planting beds. Revision of the irrigation system. Extra Work Order to correct sloughing conditions in planting area on slope of freeway fill. Engineering, completion date on contract was December 31, 1967.

(over)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Noted by _____ Construction or Bridge Engineer

Confirmed by _____ Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP*23700-734

Major overruns and underruns (cont.)

(C)	Item No. 37	3/4" Gate Valves	225.00	- 75.00
(C)	Item No. 38	1½" Manual Section Valves	96.00	+ 32.00
(C)	Item No. 40	3/4" Quick coupling Hose Valves	89.70	- 641.70
(C)	Item No. 41	½" Manual Drain Valves	712.50	+ 142.50
(C)	Item No. 48	4" Sewer Line	119.40	+ 29.40
(C)	Item No. 61	Lawn Construction	2,664.00	-1,336.00
(C)	Item No. 60	Mulch	2,835.50	+1,273.50
(C)	Item No. 71	Drilling Test Holes 0-50ft.	1,116.00	- 234.00
(C)	Item No. 72	Drilling Test Holes 50-100ft.	261.00	- 639.00
(C)	Item No. 73	Furning & Install Casing	None	- 740.00
(C)	Item No. 74	Standby Time	20.00	- 80.00
(C)	Item No. 76	Filling Abandoned Holes	153.00	- 47.00
(A)		Flagging	None	- 100.00
(A)		Engineering	26,218.91	+14,879.19
(U)	P. A.No. 1	Construct Additional Type "C" Concrete Curb	498.60	+ 498.60
(U)	P.A. No. 2	Revise Irrigation System	3,058.19	+3,058.19
(U)	P.A. No. 3	Change in H.P. of Irrigation Pump	None	None
(U)	P.A. No. 4	Furnish & Install Service Pole	154.67	+ 154.67
(U)	P.A. No. 5	Install AC Concrete Curb	541.75	+ 541.75
(U)	P.A. No. 6	Furnish & Plant Shrubs	214.40	+ 214.40
(U)	P.A. No. 7	Prune Oak Trees	400.00	+ 400.00
(U)	P.A. No. 8	Nonspecification A.C. Concrete	(-)153.56	- 153.56
(U)	EWO. No. 1	Furnish & Place Jute	527.88	+ 527.88
(U)	EWO. No. 2	Correct Slope Slough in Planting Area	6,000.00	+6,000.00
(U)	SPO. No. 1	Permanent & Temporary Signing	400.00	+ 400.00
(U)	SPO. No. 2	Revise Hypochlorinator position	56.37	+ 56.37

Principal reasons for overruns (cont.)

Project went into establishment period on May 23, 1968. Contractor started replant on October 22, 1968, due to difficulty in getting required plants, the replant was completed on December 18, 1968. Contractor started repairing slope slough on December 9, 1968. Due to unfavorable weather conditions this work is progressing much slower than anticipated.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 20 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 23 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 27 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form R-208—6M

I-5-2 JAN 9 1969 112
OFFICE OF
STATE HIGHWAY ENGINEER

G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon ... project agreement if additional funds are required.
Date NOV 18 1968 ... Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name South Umpqua River Safety Rest Area (N.B.) Date December 3, 1968

Highway Pacific Contract No. 7058

County Douglas Prefix 610-1024

Contractor M. R. Holst Construction F. A. Project No. I-5-2(55)112

Address P.O. Box 692, Oakridge, Oregon 97463 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Replace gravel blanket in slough areas, replace topsoil, replant English Ivy and mulch as needed. Repair broken irregation lines.

Location by station numbers:

Ln 3169+70 to 3171+25

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$3,220.00
Equipment	505.00
Labor	655.00
Total	$4,380.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Planted slope has sloughed. Rock blanket required to allow proper drainage.
Teletype approval from A. Rear 12-2-68.
Work to begin 12-9-68.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$159,464.81	
Present estimate of project cost, including $4,380.00 for work under this order	$169,066.51	
Expected ~~under-run~~ over-run amount	$9,601.70	
Expected ~~under-run~~ over-run per cent	6	

Submitted by: /s/ Howard R. Harris
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Division Engineer~~ for Bridge Engineer

Approval Recommended: /s/ John Quiner II
Division Engineer

Approved /s/ F. D. Morgan 1-9-69

RECEIVED
AUG 9 - 1968
FOR FILING
I-5-2(55)112
7058

July 10, 1968

#5

M. R. Holst Construction
East Third
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 7058 for work in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County.

After careful consideration, the Commission extended the completion date to May 23, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
Howard Harris
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

M. R. Holst Construction
Phone 782-2811
P. O. BOX 692 • OAKRIDGE, OREGON 97463

December 27, 1967

Howard R. Harris
Resident Bridge Engineer
Oregon State Highway Department
Roseburg, Oregon 97470

Re: S [illegible] SAFETY
R[illegible] 795$

Dear Sir:

I would like a 45 day increase in number of work days for the S [illegible] SAFETY REST AREA for the following reasons:

1. The revision of the irrigation system cost considerable loss of time. Also, a State man coming down from Salem and revising the system one more time. This lost at least 30 days.

2. We also had an extra added time to build a turn around for the traffic. This cost another 5 days.

3. Another Item that lost 10 days was taking so long to get Power. This was due to the State and our Electrical Sub-contractor coming to an agreement on the price to install a power pole.

We would also like to build the lawn at a time in the Spring when it would be a more suitable time. It should take about 30 days at a time when your landscape man would suggest.

Yours very truly,
M. R. HOLST CONSTRUCTION

M. R. Holst

M. R. Holst.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 15 [illegible] PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
[illegible] DIVISION
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RECEIVED
JUN 18 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 14, 1968

In reply refer to: 08-35-DB

I-5-2(55)112

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(55)112
South Umpqua Safety Rest Area

We have reviewed your memorandum of June 10, 1968 concerning the proposal for an extension of time.

It appears that the delay in completing the irrigation system brought about by the State's revision of the plans of the system caused the completion of the work to be placed in the next year's construction season.

We thus concur in your recommendation for an extension of time to May 23, 1968 without assessment of liquidated damages.

NOTED
TOM EDWARDS

6-18-68

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 26 1968
FOR FILING

I-5-2(55)142
7058

June 25, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
July 9, 1968 meeting

Gentlemen:

M. R. Holst Construction Company, contractor for construction of the South Umpqua Safety Rest Area on the Pacific Highway, Douglas County, Contract No. 7058, has requested that he be granted an additional 45 workdays to complete the contract work without assessment of liquidated damages. The contractor cites plan changes to the irrigation system as his principal reason for failure to complete the work on time.

The specified completion date for the work was December 31, 1967. The work was actually completed May 23, 1968, with an overrun of 144 calendar days.

Landscape work, which included lawn, was contingent upon the completion of the irrigation system. Changed conditions made it necessary to revise plans for this system during the course of the work, which delayed the feature between August 18 and November 17, 1967. This further complicated the matter by requiring landscape and lawn work to be done during the unfavorable winter season.

The irrigation system and all other work except lawn planting and a part of the landscape planting was completed January 12, 1968, at which time a stop work order was issued and remained in effect until April 23, 1968, when weather conditions were favorable for completion of the work.

The step work order accounts for 102 calendar days of the overrun and the delay occasioned by the changes to the irrigation system warrant an extension of the remaining 42 days of the overrun.

I recommend that the completion date be advanced to May 23, 1968, which eliminates all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
C. T. Keasey

CAG:jf jko

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7058 Contractor M. R. Holst Construction

Highway Pacific

Section South Umpqua River Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend the completion date be advanced to May 23, 1968 because of delays occasioned the contractor's operations by plan changes to the irrigation system and a stop work order issued when weather conditions were not suitable for lawn work and landscape.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 15 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

John Quigley
Asst. Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

State Printing 27909

Contract No. 7058
I-5-2(55)112
Project designation ~~Federal~~ State-Federal
Date awarded August 7, 1967
Work started August 15, 1967
Per cent completed ~~90%~~ 100% ~~Date~~ 5/23/68
Completion Date
~~No. of Workdays~~ Allowed December 31, 1967
~~No. of Workdays Used~~ ~~January 12, 1968~~
No. of Added Workdays Requested 45

E--320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 27, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 103 days to 148 days, within which to complete our Contract No. 7058, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

[redacted]

Respectfully submitted,

M. R. HOLST CONSTRUCTION
Contractor

By M R Holst

CONSENT OF SURETY

Date DECEMBER 27, 19 67

We, AETNA CASUALTY & SURETY COMPANY

1201 SOUTH WEST 12TH AVENUE, PORTLAND, OREGON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. WARD Attorney-in-fact

(SEAL)

J. W. Ward
J. W. WARD Resident Agent

RECEIVED
[illegible] DIVISION
JUN 2 [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUN 12 1968

I-5-2(55)112
7158

June 11, 1968

Mr. Randolph Slocum, Lawyer
P. O. Box 899
Roseburg, Oregon 97470

Dear Mr. Slocum:

Thank you for your letter of June 10 advising us that Jack Anderson's claim has been satisfied.

Our records indicate that this was in reference to the M. R. Holst Construction Company Contract No. 7058 for improvement in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County. The claim was for topsoil in the amount of $281.16.

This information is being noted in our records and we will advise the surety, agent, and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Aetna Casualty & Surety Company
Ward Insurance Agency
M. R. Holst Construction
Commissioners

CWH:gc

NOTED ON CARD
D.C. 6-11-68

Randolph Slocum
LAWYER
1202 S. E. DOUGLAS
P. O. BOX 899
ROSEBURG, OREGON 97470
672-3366

June 10, 1968

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

Since your letter to me on April 30, 1968, M. R. Holst has satisfied the full balance owing on the Evan B. Anderson subcontract for topsoil with Jack Anderson. This is your contract No. 7058 with M. R. Holst Construction Company for improvement in the South Umpqua Safety Rest Area on the Pacific Highway in Douglas County.

The check if full payment was forwarded to me through the bonding agency which furnished the performance bond. You requested in yours of April 30 that I advise you when my client's claim was satisfied. It has been satisfied in full and I want to thank you for your cooperation in the matter.

Very truly yours,

RANDOLPH SLOCUM

RS:plc

NOTED
FLOYD QUERY

RECEIVED
JUN 11 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 11 1968

I-5-2(55)112

7058

June 10, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: South Umpqua Safety Rest Area
Contract No. 7058
FAP No. I-5-2(55)112

Dear Sir:

The specified completion date for this contract was December 31, 1967. The work was completed May 23, 1968, with an overrun of 144 calendar days.

Construction of the irrigation system was delayed during the period August 18, 1967 to November 17, 1967, a total of 91 calendar days, while the State was revising plans for the entire system. The start of landscape and lawn work was contingent upon completion of the irrigation system. Delay in completing the irrigation system threw the landscape and lawn work into the winter months with weather conditions very unfavorable for satisfactory work.

The irrigation system and all other work except lawn planting and a part of the landscape planting was completed January 12, 1968, at which time a stop work order was issued and remained in effect until April 23, 1968, when weather conditions were favorable for completion of the work.

The stop work order accounts for 102 calendar days of the overrun and the delay occasioned by the changes to the irrigation system warrant an extension of the remaining 42 days of the overrun.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted an extension of time to April 23, 1968 without assessment of liquidated damages. This will waive all liquidated damages.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:smd ja

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

RECEIVED
JUN 10 1968
FOR FILING

I-5-7(35)112
7058

AETNA LIFE & CASUALTY
CLAIM OFFICE
P. O. BOX 2070
EUGENE, OREGON 97402

May 24, 1968

Mr. Randolph Slocum
P. O. Box 899
Roseburg, Oregon 97470

#7058

Principal: M. R. Holst
File No: S-42 SC 91660 RG
Sub-Contractor: Evan Anderson
Claimant: Jack Anderson

Dear Mr. Slocum:

Your letter of April 25, 1968 in connection with the unpaid account of Jack Anderson which was addressed to Floyd Query of the State Highway Department has been forwarded to this office for attention.

I contacted the Holst Construction Company and they advised that Evan B. Anderson has quite recently made a payment of $100.00 toward the outstanding obligation of $281.16.

Attached herewith please find a check in the amount of $181.16 issued by M. R. Holst, general contractor and made payable to Jack Anderson. This check is to be applied on the unpaid bill held against Evan B. Anderson by Jack Anderson, and it is our understanding that this will complete the payment of the account and leave no balance.

We trust that this activity will bring the entire matter to a close.

Yours very truly,

P. L. Traglio, C/R

PLT:fk

cc: State Highway Department
M. R. Holst
The Ward Insurance Agency

NOTED
FLOYD QUERY

RECEIVED
MAY 29 1968
OREGON
STATE HIGHWAY COMMISSION

cc ✓ claimed was filed with Sec. of State, 5/1/68
C.H.

RECEIVED
MAY 7 - 1968
FOR FILING

I-5-2/55 112

7058

May 7, 1968

Mr. Evan B. Anderson
Route 8, Box 686
Pleasant Hill, Oregon

Dear Mr. Anderson:

This will acknowledge receipt of your letter of May 5 concerning your claim for topsoil used on what appears to be our Contract No. 7058 awarded to M. R. Holst Construction for work on the South Umpqua River Safety Rest Area.

On April 25, Mr. Randolph Slocum, an attorney, filed with us in behalf of Jack Anderson a claim in the amount of $281.16 for topsoil on this contract.

Your letter of May 5 apparently is concerned mostly with the quantities which went into this contract, I am therefore, referring your letter to Mr. F. D. Morgan, Construction Engineer, for such information as his office can provide you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc
cc: Mr. F. D. Morgan

Rt. 1 Box 686
Mt. Mount Hall, Ore.
MAY, 5, 1965

Floyd Query
Secretary,
Oregon State Hwy Com.

Concerning the matter of quantities, and payement therefore for the South Umpqua Safty rest Area, Roseburg Ore. I am writing this note for F.T. Anderson, Dexter L. Anderson and myself, Evan B Anderson.

We had a joint-venture Approved sub-contract to supply embankment in place and topsoil for the above mentioned project. (Please excuse the stationary and not mentioning contract Numbers as I am away from my office.)

Since the question has already been raised to yourself as to quantities and payement therefore by Jack Anderson in Myrtle Creek Oregon, we felt that we should have some contact with you. We have ~~have~~ found it exceedingly difficult to receive any definite figures as to quantities and explanation of said figures. We have tried to check my quantities with the state but find quantities seem to vary from month to month. We have received checks from ~~mr~~ M. R. Holst,

the general contractor but no statement As to quantities.

We feel that the figures we have obtained as estimates for ~~that~~ the topsoil Are fairly Accurate. However, we most definitely do not feel that the figures used and ~~this~~ talked About by the resident Engineers office As to the embankment in place, Are representive of the Actual fill required.

In Brief, the bid quantities ~~were~~ for embankment in place was 3200 cu.yds. We made the fill to And in some places beyond lines And grades indicated on plans As directed by the engineers representative. In Addition to the fill indicated on the plans we made An Additional fill for A well house which required Approx 270 cu.yds. It is my understanding that the intended pay quantities for total embankment in place is to be Approx 2500 cu. yds. It would Appear that it is the residents contention that the bid quantities of 3200 cy. yds. was in fact some 2230 (2500 less 270).

In Actural truck measure, it took 4500 cu. yds. to make the original planned fill. Normal shrinkage from truck measure to in place measure would reduce this

figure to square with the original bid quantities of 3200.

I realize that this hurried explanation of our position does not prove Any thing And is probably quite unclear to you. I only hope that it somewhat explains the problem between ourselves And Jack Anderson.

I have tried to explain this to Mr. Holst also And feel that it is the responsibility of the state And/or Mr. Holst to furnish us with An Accounting As to the exact figures. And An explanation of the embankment in place figures.

Thank you for your time And Any information or Assistance you can render to settle this matter. I Am sending Jack Anderson One hundred dollars, until ~~the~~ that time.

Thank you,

Evan B Anderson

Evan B Anderson.

RECEIVED
MAY 7 - 1969
OREGON
STATE HIGHWAY COMMISSION

Form E-208-68M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

MAY 8 1968

Dist. Engineer

U.S. Forest Service

Project Name South Umpqua Safety Rest Area **Date** May 7, 19 68

Highway Pacific **Contract No.** 7058

County Douglas **Prefix** 610-1024

Contractor M. R. Holst Construction **F. A. Project No.** I-5-2(55)112

Address P.O. Box 692, Oakridge, Oregon 97463 **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Place jute in ditches.

NOTED
F. B. KLABOE

Location by station numbers:

Throuout project

Estimate of quantities and cost:

Material----------$220.00
Labor----------130.00

Total Estimated Cost---$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Landscape Dept. recommends that jute be placed to prevent erosion in ditches so lawn may be established in area.

Anticipated starting date May 13, 1968.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 159,464.81	
Present estimate of project cost, including $ 350.00 for work under this order	$ 166.622.67	
Expected ~~under-run~~ over-run amount	$ 7,157.86	
Expected ~~under-run~~ over-run per cent	4.5	

Submitted by: /s/ Howard R. Harris
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for ~~Construction~~ Bridge Engineer

Approval Recommended: /s/ Carl M. Williams

Approved: /s/ L. H. Young
Young 5-23-68

FORM E-123X 10M 8-67

RECEIVED
APR 29 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

File #4379
FILED
MAY 1 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 1 8 44 AM '68
CLAY MYERS
SECRETARY OF STATE

April 30, 1968

I-5-2(55)112
1:4

Mr. Randolph Slocum
Lawyer
P. O. Box 899
Roseburg, Oregon 97470

NOTATION CARD

Dear Mr. Slocum:

This is to acknowledge receipt of your claim letter of April 25 stating that Evan B. Anderson, subcontractor, owes your client, Jack Andersen, for topsoil in the amount of $281.16.

From the description given in your letter, this appears to be in connection with the M. R. Holst Construction Contract No. 7088 for improvement in the South Umpqua River Safety Rest Area on the Pacific Highway in Douglas County.

The Aetna Casualty & Surety Company through Ward Insurance Agency, 59 East 14th Avenue, Eugene, 97401, furnished the performance bond on this contract, which is given to insure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your letter, and we will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

RECEIVED
MAY 2 - 1968
OREGON
STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc M. R. Holst Construction
Aetna Casualty & Surety Company
Ward Insurance Agency
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

Randolph Slocum
LAWYER
1202 S. E. DOUGLAS
P. O. BOX 899
ROSEBURG, OREGON 97470
672-3366

April 25, 1968

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Prime Contractor - Holst
Subcontractor - Evan B. Anderson
Interstate Highway No. 5
South Umpqua Safety Rest Area
Contract No. 70.5E

Dear Mr. Query:

The above-named Evan B. Anderson contracted with my client, Jack Anderson of Route 1 Box 429, Myrtle Creek, Oregon, for 9,100 cubic yards of topsoil for the landscaping of the above-referenced rest area. The contract price for the loam was 22 cents per cubic yard, measurement to be determined by approved pay quantities as approved by the State Highway Department.

The total value of loam removed by Evan Anderson was $2,424.64. He has paid Mr. Anderson the sum of $2,143.48, leaving a balance owing of $281.16. The total amount of loam removed by Evan Anderson was 11,017.9 cubic yards. This was by the measurement of the State Highway Department. Anything which you might do to assist in this matter would be appreciated. The contract was dated July 28, 1967, and the loam was removed between July and the month of November, 1967. Your co-operation herein is appreciated.

Very truly yours,

RANDOLPH SLOCUM

RS:nrb

RECEIVED
APR 29 1968
STATE HIGHWAY COMMISSION

RECEIVED
APR 16 1968
FOR FILE
I-5-2(55)1/2
7058

April 16, 1968

Mr. Randolph Slocum
Attorney at Law
P. O. Box 899
Roseburg, Oregon 97470

Dear Mr. Slocum:

We do not have a prepared form for the submission of claims for labor and materials against State Highway contracts.

It has been our practice to accept any letter form of claim which provides the necessary information as to which contract is involved, nature of the claim, date, and amount.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

[redacted]
RANDOLPH SLOCUM

LAW OFFICES
[redacted]
1202 S. E. DOUGLAS
ROSEBURG, OREGON
97470

P. O. BOX [redacted]
TELEPHONE
672-3366

April 12, 1968

Mr. Floyd Query
Secretary of State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Highway Construction
Subcontractor

Dear Mr. Query:

It is my understanding that your Department has a prepared form for the submission of claims by subcontractors. I represent a client whom the principal contractor has not paid for work in highway construction. The Highway Commission has not yet paid the principal contractor in full and I would, therefore, like to submit a claim in behalf of the client.

If you do not have prepared forms for the submission of such claims, please let me know and I will again contact you with regard to the problems of my client. Thank you for your attention herein.

Very truly yours,

RANDOLPH SLOCUM

RS:nrb

RECEIVED
APR 15 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weed seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 50M 8-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7056:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-80N-8(25)184
The Dalles Br.	7070:	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: H. Astrup
L. Shaw

RECEIVED
AUG 17 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

I-5-2(55)112
7058

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-2(55)112
South Umpqua River Safety Rest Area
Improvement

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of Contract No. 7058 to M. R. Holst of Oakridge, low bidder in the amount of $141,646.50 at the July 27, 1967 bid opening.

NOTED
F. B. KLADOE

8-17-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
AUG 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1967
FOR FILING

I-5-2(55)112

August 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 1, 1967, is requested in the award of contract for the S. Umpqua River Safety Rest Area, Project No. I-5-2(55)112.

The contractor receiving the award is M. R. Holst of Oakridge, in the amount of $141,646.50, with Contract No. 7058 assigned. This bid was received on July 27, 1967, and awarded August 7, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
JUL 8 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-2(55)112

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7058

DATE: July 5, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

O.T. Dec

SUBJECT: Oregon Project I-5-2(55)112
South Umpqua River Safety Rest Area Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired, with no utilities involved, as indicated in Mr. Moehring's and Mr. Litchfield's June 22 and June 28, 1967 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $100.00.

The use of Article 102-1.3, Embankment Measure, is approved for this project.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 1 - Earthwork	March 1967
Division II - Part 2 - Bases	March 1967
Division II - Part 3 - Surfacing and Pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

7-13-67
REFERRED TO Young Wilson.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

By Asst. State Hwy. Engr.

Mr. Young's July 3, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
Title Sheet

RECEIVED
JUN 16 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-5-2-(55)112
7058

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 14, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 7, 1967 letter has submitted two items for inclusion in the subject program. These Stage 2 Construction Phase projects are approved effective today:

Item	Project	Location	Work
494	I-5-2(55)112	S. Umpqua Rest Area	Conv. Fac. & Landscape
495	I-80N-5(28)187	Stanfield Jct.-Pendleton Section	4 structures

This action provides for improvement of 0.10 miles of Interstate Highways at a total estimated cost of $834,000 of which $767,000 is reserved as Federal Interstate funds.

Young
6-16-67

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1967
FOR FILING

I-5-2(55)N2

Fred W. Hill, Member
Malin

7058

June 7, 1967

Mr. A. W. Perseng
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Interstate Projects, Items 494 and 493, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-7-67

FEDERAL - AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-67

reek (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		6,500	15,800	87	08	Oregon	35	042	494

(68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
						I-	5-2-(55)		112	

COUNTY NAME: Douglas — CODE: 019 (14) (18)

ROUTE NO.: I — FEDERAL-AID: I-5 (32) — STATE (36) (37) — U.S.: I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

.	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ea)						Northbound Area Sanitary facilities, sewage disposal, potable water, picnic tables, sun shelters, info. shelter, irrigation system, lawn and roadside seeding, trees, shrubs, vines, illumination and signing. Southbound Area Drill test wells.
	0.0	134,000	123,000	11,000		
CT S	0.0	134,000	123,000	11,000		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 336, 355, 437 and 473; Projects I-5-2(28), (32), (51) and (54)

For PR-37B: on R/W-1; R/W-F; Sanitary Facility-Y.

(Over)

USCOMM DUSCOMM-DC 46905-P61

REMARKS - contd.

This project consisting of the completion of the northbound rest area facilities and the drilling of test wells at the southbound rest area is programmed as stage construction of the complete facilities required for the final rest area complex. The results of the test wells at the southbound area will determine the facilities to be constructed at this area under a future project.

I-80N-2(38)	Starvation Crk. Safety	1967
53	Rest Area on Columbia R.	
#7059	Hwy., west of Hd. River	

JAN 2 - 1969

I-801-2(38)3
1051

December 31, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 29, 1967, on Contract No. 7033. The contract was with Frank H. Lockyear and was for improvement on the Starvation Creek Safety Rest Area Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1968, and that you concur in this procedure at the Commission meeting on January 28, 1969.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

JAN 2 - 1969

I-PON-2(38)53
7059

December 31, 1968

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7059 awarded to Frank H. Lockyear for improvement in Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County was completed on December 29, 1967, and accepted by the Highway Commission on December 31, 1968.

Final payment in the amount of $6,963.55 will be released to the contractor after January 8, 1969. The total contract amount is $88,794.49 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank H. Lockyear
6316 S. E. Stephens Street
Portland, Oregon 97215

Fidelity and Deposit Co. of Maryland
Baltimore 3
Maryland

J. F. Putnam
Frank Morgan
C. H. Maison
Attn: John Herr

I-80N-2(38)53

FORM E-1 (REV 12-64) 7059

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Starvation Creek Safety Rest Area		WEEK ENDING: December 14, 1968
		SECTION PREFIX: 6[illegible]4-1067
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Starvation Creek Safety Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: Frank H. Lockyear	CONTRACT NUMBER: 7059	FEDERAL AID PROJECT NUMBER: I-80N-2(38)53
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 18, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 98,893.83	SPECIFIED COMPLETION DATE: December 31, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 91,861.38	ENGINEERING AUTHORIZATION $ 7,032.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 89,061.29	ENGINEERING COST TO DATE $ 8,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT [redacted] UNDERRUN . . . . . 3 %	PERCENT OF AUTHORIZATION 125 %	DATE PROJECT WAS COMPLETED: December 30, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) Semi-final submitted 2-9-68

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	ELECTRICAL 100%	LANDSCAPING 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY				

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Schaefer
Stein

RECEIVED
DEC 13 1968
CONSTRUCTION DIVISION

ELIN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Post Semi-Final was submitted Tuesday, December 10, 1968.

This will be the last weekly report for this project.

SIGNED J. L. Starkey LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
NOV 22 1968

FOR FILING
OREGON STATE HIGHWAY DEPARTMENT

I-80N-2(38)53
7059

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 12, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7059
Prefix 614-1067
FAP I-80N-2(38)53

Dear Sir:

The replacement planting work under Contract No. 7059, Starvation Creek Safety Rest Area Section of the Columbia River Highway, in Hood River County, was completed October 29, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

VG:fw
bc: Forrest Cooper
F. D. Morgan

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

NO. F.B. KLAPP

Bureau of Public Roads
Oregon Division Office Endorsement

Date 11-18-68

Conditions noted on above date:

NONE

FDMorgan 11-25-68 for
R. E. Simpson
Division Engineer

RECEIVED
NOV 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
REGION
JAN 20 Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT

RC

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
I-80N-2(38)53		Hood River	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**	
1-4-68	W. R. Grafe, Area Engr	I-80N-2(38)53	
IN COMPANY WITH			
G. A. Starkey, Res Engr; M. E. Hewitt, Hwy Engr Tech			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	93 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

STARVATION CREEK
Safety Rest Area

All work on the project has been completed and was accepted by the State on December 29, 1967.

Estimated final contract cost (unchecked) is $90,000 against a contract amount of $87,855. Details will be provided in the Final Report.

Test reports and certifications indicate adequate materials control has been exercised on the project.

Final Report will be prepared upon receipt of the completed project documents.

Water supply for the area is now being advertised under Project I-80N-2(39)53.

RECEIVED
JAN 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Hodgan
1-11-68

EDITION OF 5-60 MAY BE USED

RECEIVED
JAN 10 1968
FOR FILING

I-80N-2(38)53

1059

January 4, 1968
The Dalles, Oregon 97058

Mid Columbia Electric Company
Mr. Frank Carroll
310 East 4th Street
The Dalles, Oregon 97058

RE: Claim re. Starvation Creek Rest Area - Columbia River Highway - Project 180N-2(38)53

Dear Mr. Carroll:

The following is a claim for extra work not contemplated in the plans and bid proposal on Contract No. 9V-234 for the Starvation Creek Rest Area Project.

When the original plans were contemplated on this project the specifications called for a 2-inch sand cushion over the installed cable on the areas of the aforesaid job. Where a soil backfill was possible, specifications were changed by a letter directing the engineer to do so and the engineer on the project indicated he wanted a sand backfill in the additional amount of 4 inches visa a soil backfill in excess of the bidded amount which called for an additional 245 yards of sand at a cost of $2.00 per yard. The labor to place the sand came to $9.75 per yard . In addition to that required by the bid, the State, apparently contemplated less complicated problems by using granular material on top of the greater sand cushion which would have beeneasier to place and for this reason my claim is $2,878.75.

I shall appreciate the payment of this sum forthwith.

Very truly yours,

Ed Chaddic

Ed Chaddic
Route 2, Mill Creek Road
The Dalles, Oregon 97058

Cec ✓

cc: Frank H. Lockyear
6316 S. E. Stephens
Portland, Oregon 97215

cc: State Highway Department
PO Box 617
Hood River, Oregon

cc: State Highway Department
Salem, Oregon 97310

RECEIVED
JAN - 5 1968
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(39)53

7059

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 3, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(39)53
Starvation Creek Rest Area
Water Supply Installation

PS&E documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Right of Way and Utilities:

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Young's and Mr. Moehring's December 29, 1967 and December 26, 1967 reports.

Other Agency Approval:

Mr. Young's January 2, 1968 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved.

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted.

orig to Young w/enc.
copies to
Morgan
Moehring
1-11-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 18 1967
FOR FILING

I-90N-2(38)53

7059

Salem, Oregon 97310
December 18, 1967

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Contract No. 7059
Starvation Creek Rest
Area Development

A few weeks ago, Mr. Ed Chaddic was in the office requesting that he be given extra compensation for the sand backfill in the installation of the main power line to serve several facilities within the limits of this contract.

We have thoroughly analyzed Mr. Chaddic's complaints and believe that the State Highway Department should continue to deny his request. I am not sure whether any further communication with Mr. Chaddic is necessary but request that if it is you handle the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Lloyd P. Shaw

RECEIVED
DEC 1 8 1967

RECEIVED
DEC 18 1967
FOR FILING

I-80N-2(38)53

7059

Salem, Oregon
November 22, 1967

R. L. Porter
Deputy State Highway Engineer
O F F I C E

So that it will not be overlooked, will you please give me a report in order that I may communicate with Senator Musa re the Ed Chadick-Frank H. Lockyear matter which refers to Contract No. 7059.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1967

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: Contract No. 7059
Starvation Creek Rest
Area Development

The complaints which have come to you in regard to our treatment of sub-subcontractor Ed Chaddic apparently stem entirely from the following set of facts:

Contract No. 7059 is with Frank H. Lockyear, who subcontracted electrical items to Mid-Columbia Electric Company. Mid-Columbia, in turn, sub-subcontracted two items--trenching and backfill electric conduits--to Ed Chaddic.

On October 17, I received a call from Senator Musa in which he stated that Mr. Chaddic had been embroiled in an argument on the Starvation Creek job. He asked that we discuss the matter with Mr. Chaddic and arrive at a solution to the problem, if possible. Mr. Chaddic arrived at 1:00 p. m. that day and his problem, as he presented it, was discussed with members of the Construction Division and myself.

Apparently Mr. Chaddic's complaint was centered about one item only, that was granular backfill in trenches which had been provided for electric conduits. Specifications required careful selection of material or use of special backfill material to avoid damage to the conduits by solid materials of excessive size. According to Mr. Chaddic, the Resident Engineer, Mr. Starkey, had required that six inches of backfill be used instead of a lesser amount shown on the plans or stated in special provisions.

The November 21 staff meeting indicated that this problem had not gone away and I contacted John Bond in regard to what had been done with Mr. Chaddic's case.

NOTED
FORREST COOPER

The Construction Division had discussed the matter with Division I, and discussions following this had been held with the Resident Engineer and the Bureau of Public Roads. It turns out that the use of more special granular backfill was a concession on the part of the Resident Engineer to allow Mr. Chaddic to use oversize materials above the limits of the special granular material. In other words, Mr. Chaddic did not have to select his backfill materials as carefully under this arrangement as he would under the specifications.

Mr. Chaddic's demand for more pay for the added quantities of granular backfill had been denied by Mr. Grafe of the BPR and Mr. Chaddic apparently has tried to persuade his prime contractor to take steps in his behalf. It is reported to me that the prime contractor has been indifferent to Mr. Chaddic's claims, feeling he was working with clear specifications and should make whatever arrangements he could with the Resident Engineer in regard to any departure therefrom.

In light of what has happened, I feel we should stand firm on denying Mr. Chaddic's claim and, unless the prime contractor makes some move toward filing a claim on this matter, no further consideration be given to it.

Lloyd P. Shaw (by ajw)

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
F. B. Klaboe

RECEIVED
NOV 30 1967
FOR FILING

I-8(1)-2(38)53
7059

Salem, Oregon
November 22, 1967

Mr. Forrest Cooper
State Highway Engineer

Contract No. 7059
Starvation Creek Rest
Area Development

The complaints which have come to you in regard to our treatment of sub-subcontractor Ed Chaddic apparently stem entirely from the following set of facts:

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In light of what has happened, I feel we should stand firm on denying Mr. Chaddic's claim and, unless the prime contractor makes some move toward filing a claim on this matter, no further consideration be given to it.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
F. B. Klaboe
David G. Talbot
R. B. Sipprell

RECEIVED
OCT 16 1967

FOR FILING
I-801-2(38)53
7059

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1967

SUBJECT:

To:

MEMO TO THE FILE

A Mrs. Chaddic from The Dalles called this morning, having been referred to Mr. Cooper by Senator Musa, about a hassle over a payroll. Chaddic is a subcontractor on the Starvation Creek Rest Area and is refusing to send in a payroll for an owner-operated backhoe which he employed in his subcontract work.

The Bureau of Public Roads states that this is a "must". This information has been given to Mrs. Chaddic.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FORM E-123X BOM 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Baker
Halix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1 7

Mr. A. W. [illegible]
Division [illegible]
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 9731[illegible]

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

enc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

FORM E-30X 50M 2-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7058	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: M. Astrup
L. Shaw

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-32		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-22-67	COUNTY
4		Hood River
		PROJECT NO.
		I-80N-2(38)53

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Starvation Creek Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,646	$ 89,160.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kahre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L R Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 22, 1967

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(38)53

STARVATION CREEK SAFETY REST AREA

COLUMBIA RIVER HIGHWAY

IN HOOD RIVER COUNTY

Project agreement estimate.

Salem, Oregon, August 18, 1967

Type Code Y021
Improvement (Sta. 678+00 to Sta. 788+50)(Contract 7059)

Furnishing and Placing Topsoil	3,000 cu.yd.	$ 3.33	$ 9,990.00
Rest Area Electrical Supply and Illumination	All Required		20,800.00
Scale Site Electrical Supply and Illumination	All Required		17,983.00
AC Concrete Surfacing	520 sq.yd.	5.17	2,688.40
Furnishing and Planting Trees	170 only	12.00	2,040.00
Furnishing and Planting Shrubs	3,700 only	4.50	16,650.00
Furnishing and Planting Vines	7,000 only	1.16	8,120.00
Furnishing and Planting Ferns	250 only	3.00	750.00
Inorganic Fertilizer, 10-16-8	20 cwt.	9.00	180.00
Organic Fertilizer, 5-3-2	10 cwt.	9.00	90.00
Manure Fertilizer	60 cu.yd.	6.50	390.00
Mulch	100 unit	29.00	2,900.00
1-inch Water Pipe	1,000 lin.ft.	.99	990.00
1 1/4-inch Water Pipe	400 lin.ft.	.99	396.00
1 1/2-inch Water Pipe	600 lin.ft.	1.16	696.00
2-inch Water Pipe	600 lin.ft.	1.32	792.00
2-inch Gate Valves	1 only	44.00	44.00
1-inch Quick-Coupling Hose Valves	25 only	13.75	343.75
1/2-inch Manual Drain Valves	6 only	17.33	103.98
Water Hydrant	5 only	192.50	962.50
Drinking Fountain	1 only	330.00	330.00
Refuse Receptical	8 only	77.00	616.00
			$87,855.63
Flagging (57½% of Contractor's Cost)	All Required		50.00
		Subtotal	$87,905.63
		10% Engr. & Cont.	8,790.37
			$96,646.00

Length of Project - - - - - 0.00 Mile

Federal Funds -	$89,160.00
State Funds -	7,486.00
	$96,646.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(38)53

STARVATION CREEK SAFETY REST AREA

COLUMBIA RIVER HIGHWAY

IN HOOD RIVER COUNTY

Revised
P.S. and E. Estimate

Salem, Oregon, July 20, 1967

Type Code Y021
Improvement (Sta. 678+00 to Sta. 788+50)

Furnishing and Placing Topsoil	3,000 cu.yd.	$ 4.00	$12,000.00
Rest Area Electrical Supply and Illumination	All Required		21,000.00
Scale Site Electrical Supply and Illumination	All Required		19,900.00
A.C. Concrete Surfacing	520 sq.yd.	5.00	2,600.00
Furnishing and Planting Trees	170 only	12.00	2,040.00
Furnishing and Planting Shrubs	3,700 only	4.00	14,800.00
Furnishing and Planting Vines	7,000 only	0.60	4,200.00
Furnishing and Planting Ferns	250 only	2.00	500.00
Inorganic Fertilizer, 10-16-8	20 cwt.	8.00	160.00
Organic Fertilizer, 5-3-2	10 cwt.	10.00	100.00
Manure Fertilizer	60 cu.yd.	10.00	600.00
Mulch	100 unit	25.00	2,500.00
1-inch Water Pipe	1,000 lin.ft.	0.70	700.00
1½-inch Water Pipe	400 lin.ft.	0.80	320.00
1½-inch Water Pipe	600 lin.ft.	1.15	690.00
2-inch Water Pipe	600 lin.ft.	1.25	750.00
2-inch Gate Valves	1 only	40.00	40.00
1-inch Quick Coupling Hose Valves	25 only	12.00	300.00
¾-inch Manual Drain Valves	6 only	10.00	60.00
Water Hydrant	5 only	100.00	500.00
Drinking Fountain	1 only	160.00	160.00
Refuse Receptical	8 only	50.00	400.00
			$84,320.00
Flagging (57½¢ of Contractors Cost)	All Required		50.00
	Subtotal		$84,370.00
	10% Engr. & Cont.		8,437.00
			$92,807.00

Length of Project — 0.00 mile

Federal Funds	$85,600.00
State Funds	7,207.00
Total	$92,807.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(38)53

STARVATION CREEK SAFETY REST AREA

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

P.S. & E. Estimate

Salem, Oregon, June 29, 1967

Type Code Y021
Improvement (Sta. 678+00 to Sta. 788+50)

Furnishing and Placing Topsoil	3,000 cu. yds.	$ 4.00	$12,000.00
Rest Area Electrical Supply and Illumination	All Required		21,000.00
Scale Site Electrical Supply and Illumination	All Required		19,900.00
A. C. Concrete Surfacing	1,000 sq. yds.	5.00	5,000.00
Furnishing and Planting Trees	170 only	12.00	2,040.00
Furnishing and Planting Shrubs	2,800 only	4.50	12,600.00
Furnishing and Planting Vines	7,000 only	0.60	4,200.00
Furnishing and Planting Ferns	250 only	2.00	500.00
Inorganic Fertilizer, 10-16-8	20 cwt.	8.00	160.00
Organic Fertilizer, 5-3-2	10 cwt.	10.00	100.00
Manure Fertilizer	60 cu. yds.	10.00	600.00
Mulch	100 units	25.00	2,500.00
1-inch Water Pipe	1,000 lin. ft.	0.70	700.00
1-1/4 inch Water Pipe	400 lin. ft.	0.80	320.00
1-1/2 inch Water Pipe	600 lin. ft.	1.15	690.00
2-inch Water Pipe	600 lin. ft.	1.25	750.00
2-in ch Gate Valves	1 only	40.00	40.00
1-inch Quick Coupling Hose Valves	25 only	12.00	300.00
1/2-inch Manual Drain Valves	6 only	10.00	60.00
Water Hydrant	5 only	100.00	500.00
Drinking Fountain	1 only	160.00	160.00
Refuse Receptical	8 only	50.00	400.00
			$84,520.00
Flagging (57-1/2% of contractor's cost)	All Required		50.00
		Subtotal	$84,570.00
		10% Engr. & Cont.	8,457.00
		Total	$93,027.00

Length of Project - - - - 0.00 mile

Federal Funds	$85,800.00
State Funds	7,227.00
Total.....	$93,027.00

UNITED STATES GOVERNMENT

Memorandum

plabor

FOR . . .

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 11, 1967

I-80N-2(38)53

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-80N-2(38)53
Starvation Creek Safety Rest Area
Improvement

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of contract No. 7059 to Frank H. Lockyear of Portland, Oregon, low bidder in the amount of $87,855.63 at the July 27, 1967 bid opening.

5-17-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLAGGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 11 1967
FOR FILING

I-80N-2(38)53

7159

August 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 1, 1967, is requested in the award of contract for the Starvation Creek Safety Rest Area, Project No. I-80N-2(38)53.

The contractor receiving the award is Frank H. Lockyear of Portland, in the amount of $87,855.68, with Contract No. 7059 assigned. This bid was received on July 27, 1967, and awarded August 7, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been completed and will be prosecuted to completion.

No utilities are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

RECEIVED
AUG 8 1967

F-3(N-2(38)53
7159

August 8, 1967

Mr. Frank H. Lockyear
6316 S. E. Stephens Street
Portland, Oregon 97215

Dear Mr. Lockyear:

Enclosed are three copies of Contract No. 7059 for $87,855.63 awarded to you by the State Highway Commission on August 7, 1967. This contract is for improvement to Starvation Creek Safety Rest Area on the Columbia River Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachments
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis
L. W. Rulien
Glenn Starkey
Mark Astrup

Lockyear phoned 11AM 8-8. He will pick up contract at Lindy's office
7C

RECEIVED
JUL 8 1967

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(38)53

7059

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 5, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(38)53
Starvation Creek Rest Area
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's June 30, 1967 request for approval of a minor program change adding "Power Supply Service and Illumination of the Wyeth Westbound Truck Scale Site" to the work under this project. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired, with no utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's June 22 and June 28, 1967 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $50.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's July 3, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is

(more)

7-13-67
REFERRED TO
Young W/enc.
BY ASST. STATE HWY. ENGR

NOTED
F. B. KLOOS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Trees

limited to those items previously accepted. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project.

Enclosure
Title Sheet

RECEIVED
JUN 30 1967

[redacted]

Fred W. Hill, Member
Public
I-SON-2(38)53
7659

June 30, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting complete P. S. & E. documents for the Starvation Creek Rest Area, Project No. I-SON-2(38)53.

There is included in the P. S. & E. estimate, as participating, "Power Supply and Illumination of the Westbound Wyeth Truck Scale Site". This work is eligible for Interstate Fund participation but was not done under Project Number I-SON-2(35)43, which project includes the construction of the truck scale site and required signing. We therefore request, as a minor program change, the addition of the "Power Supply Service and Illumination of the Wyeth Westbound Truck Scale Site" to the "Character of Proposed Work" of Item 496, Project I-SON-2(38)53 as incidental work beyond the limits of the rest area.

We feel it is in the public interest and would be more expeditious to include the work under this project as the required power service is an extension of the rest area power service and also as the rest area is to be illuminated it is very desirable to have the nearby truck scale site illumination done by the same contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

cc: F. B. Klaboe
M. H. Astrup
R. N. Chase

RECEIVED
JUL 7 - 1967

FOR FILING

FORM PR-101 (11-66) UNITED STATES GOVERNMENT

Memorandum

I-80N-2(38)53
7059

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 28, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 9 and 19, 1967 letters transmitted four items for inclusion in the subject program. These Stage 2 Preliminary Engineering and Construction Phase projects are approved today:

Item	Project	Location	Work
496	I-80N-2(38)53	Starvation Creek Rest Area	Rest Area Facilities
497	I-5-2(56)100	Myrtle Creek-Canyonville	PE (Future Stage Const)
498	I-5-1(67)36	Rock Point-Seven Oaks	PE (Future Stage Const)
499	I-5-2(57)59	Jumpoff Joe Crk-N. Grants Pass	PE (Future Stage Const)

On Item 496, I-80N-2(38)53 Starvation Creek Rest Area, you were advised by our June 22, 1967 memorandum on Project I-80N-2(35)43 of the Interstate fund eligibility of contract work of this rest area under the Cascade Locks-Mitchell Point contract. This program approval now provides for the rest area facilities including the water system, lighting and landscaping.

Items 497, 498 and 499; Preliminary Engineering projects: In accordance with our October 20, 1965 memorandum concerning Oregon Project I-5-4(22)228 we will expect you to clearly delineate the degree of access control on the crossroads. In addition we will expect that all utility access rights will be acquired. Your certification concerning such rights should specifically make reference to these two features and be applicable thereto. With this understanding you are authorized to proceed with all phases of preliminary engineering on these three projects.

This action provides for improvement on 25.41 miles of Interstate Highways at a total estimated cost of $126,000 of which $115,000 is reserved as Federal-aid Interstate funds.

7-6-67

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 29 1967
I-80N-2(38)53
7059

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pass
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

June 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

6/28/67

Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (1)
nn

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

RECEIVED
JUN 26 1967

FORM PR-121 (11-66) UNITED STATES GOVERNMENT

Memorandum

I-80N-2(38)53

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
7059 Salem, Oregon

DATE: June 22, 1967

In reply refer to: 08-35-DA
XRef: I-80N-2(38)53

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-2(35)43, Cascade Locks - Mitchell Point Section
Columbia River Highway
Grading, Paving and Signing

Reference is made to Mr. Morgan's letter of June 9, 1967 requesting formal revision of the status of the Starvation Creek Safety Rest Area parking lot from nonparticipating to participating work.

As pointed out, this area had a change of status April 11, 1967, changing it from a park to a safety rest area, which then established a new basis for appraisal of the work involved.

All contract work to be done within the limits of the Starvation Creek Safety Rest Area under this project, is now considered eligible for Interstate fund participation and we assume the necessary internal action will be taken transferring funds and jurisdiction from Parks to Construction Division. The landscape and improvements under project I-80N-2(38)53 will be discussed by separate correspondence.

6-27-67

REFERRED TO
Shaw - Morgan - Castle - Young
BY ASST. STATE HWY. ENGR.
Copy to Seibert
6-28-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1967

[redacted]

I-80N-2(38)53

Fred V. [redacted]
Enlin 7059

June 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for Interstate Project Item 496, Project I-80N-2(38)53, which we desire to have included in the Federal-Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-9-67

FEDERAL-AID PRO

(PPM 21-1

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-9-67

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(68)		6,500	13,500 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	496 (14) (18)

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I Projects Only	
						PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	I 14 23	80-2(38) 7 13		53 (24) (26)	N 27

COUNTY NAME: Hood River — CODE: 027 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE (36) (37) — U.S.: I-80N (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			Rest Area facilities consisting of potable water system, drinking fountains, irrigation system, AC walks, lighting, water hydrants, extension of power service, trees and shrubs.
	0.0	90,000	82,000	8,000		
ECT ALS	0.0	90,000	82,000	8,000		
		(16) (23) (24) (33)				

REMARKS

Additional Data: Items 36C and 449,
Projects I-80N-2(9)43 and I-80N-2(35)43

For PR-37B: On R/W-1; ROW-F; Sanitary Facility-Y.

USCOMM DUSCOMM-DC 48906-P61

Remarks Cont.:

The extension of power service mentioned in the "Character of Proposed Work" is from Viento State Park to Starvation Creek Rest Area. It is the present intention to include in the construction contract as non-participating the extension of power service from the Rest Area to the westbound truck scale site, which is approximately 3,000' westerly.

RECEIVED
FEB 27 1967

I-80N-2(38)53
7059

Equip
Seaver
Lot

Salem, Oregon
February 14, 1967

Mr. David G. Talbot
State Parks Superintendent

Electric Power Service
Starvation Creek Park

I am handing you Mr. Starkey's transmittal of profile and maps showing two proposals for power service at Starvation Creek.

Will you please have one of your people evaluate these two proposals and check with Mr. Astrup in the matter of getting B.P.R. participation. If the estimates are nearly correct, it is my suggestion that we lean toward the underground service, rather than the pole line either wholly or in part.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc Forrest Cooper
R. L. Porter

This is on Interstate program.
2-24-67

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 8, 1967

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Salem

SUBJECT:

Electric Power Service
Starvation Creek Park & Truck Scale
Cascade Locks-Mitchell Pt. Sec.
Columbia River Highway

I am submitting herewith preliminary plans, estimate of cost and some specification suggestions for two alternates for supplying electric power to Starvation Creek Park facilities and to the truck scale which will be located at Warren Creek, approximately five-eights mile westerly of Starvation Creek. One estimate, amounting to a total of $21,060, is for a pole line extending from the present P.P.&L. service to Viento westerly to Starvation Creek Park with buried cable from that point continuing westerly to the scale site. The other estimate, amounting to $28,510, would provide buried cable throughout the entire section. The service from Viento to Starvation Creek Park, in either case, would be 7200 volts, and service from that point to the scale site would be 480 volts with necessary transformers at Starvation Creek and at the scale site for local service.

If the pole line is used, it will be necessary to install ten power line poles through the Viento Park interchange area, all of which would be visible from the main highway. Starkey has done some checking on maintenance costs of aerial pole line as opposed to buried cable, but has not been able to get any figures which are firm enough for any aerial comparison. The estimates range from $300 to $400 per year up to approximately $1,000 per year after the first five years on aerial service. The maintenance costs on buried cable are considered by the power companies to be negligible. The pole line for aerial service would require some considerable clearing for protection of the line throughout its entire length. A good portion of this pole line would be along the old road and, in general, screened from the highway both by elevation and by existing tree growth. There would, however, be approximately 2,000 feet of this line through the Viento interchange area exposed to view. Since this installation is in the Columbia Gorge area, because of the emphasis being put on aesthetics and highway beautification, and because of the higher maintenance costs on the aerial facility, we recommend strongly that the buried cable option be selected even at the greater cost. Over an extended period of years, the buried cable would apparently be the most economical.

FEB 9 1967
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

One thing which would affect this economy, would be the remote possibility of the need for three-phase service to these areas at some future date. The added conductor necessary to provide three-phase service would be simple to install on an aerial line, whereas with the buried cable it would be necessary to excavate an entirely new trench. This possibility would make the buried cable much more expensive if the need should ever arise. We do not, however, expect that three-phase service would ever be required for either of these two installations. I have reviewed the proposed locations in the field with Starkey, and he advises that these have also been reviewed in the field with Gordon Brooks and Willis Grafe of the Bureau of Public Roads. We recommend that the Bureau be asked to participate on this installation for service to the rest area.

I am enclosing Starkey's report, together with the plans and estimates as mentioned above.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb
Encs.
cc F. D. Morgan
Glenn Starkey

FORM E-30 SOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
February 8, 1967

SUBJECT: Power Line
Cascade Locks - Mitchell Point
Columbia River Highway

To: L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

In accordance with Mr. Shaw's request we are submitting herewith, plans, estimate, and some information for specifications for construction of an electric power line from Pacific Power and Light Company's existing dead end line at Viento, station 788+40, 160' right, to Starvation Creek Park, station 718+90, 325' right.

Mr. Merle Bailey of the traffic division and others have been consulted relative to this work, and Mr. Bailey is currently designing an electrical system for the scale site at station 685 left.

A pole line from Viento to Starvation Creek has been designed and is shown in estimate number 1 at a cost of $ 14,324.00. The reach from station 788 to 765 is through Viento Park and is exposed to the highway. Because this does not lend to the aesthetics, a burial cable has also been considered from Viento to Starvation Creek and is shown in estimate number 2 at a cost of $ 21,798.25.

Separate estimates have been made for 480 volt underground burial cable from Starvation Creek Park to station 698+50, which is the beginning of the scale site. Estimate number 3, for $ 6,734.00, is to be used in conjunction with estimate number 1 (pole line), and estimate number 4, for $ 6,712.00, with estimate number 2 (burial design). Mr. Bailey is making plans for overhead luminairs and scale wiring from station 698+50.

Electric service to Viento rest station was eliminated by construction. You will note that restoration of this service is included in estimates number 1 and 2.

It is proposed to have Rogers Construction Company install a 6" perforated metal pipe crossing at station 698+44 (highway crossing), and also provide a crossing of the "F" line if burial design is selected. This is proposed to be installed at an earlier date to provide crossings of work which will soon be in progress.

February 8, 1967

Subject: Power Line
Cascade Locks - Mitchell Point
Columbia River Highway

The locations of these lines have been staked and were reviewed by Messrs. Brooks and Grafe of the B.P.R. They concur with the locations with regards to access control. Mr. Brooks recommended a revised location for pole # 19, however investigation revealed that his adjustment to conceal the pole was prohibitive due to insufficient ground clearence to the conductors.

Due to anticipated maintenance of the pole line and the unsightly appearance, the underground cable at higher initial cost is recommended.

Specification Recommendations:

In order to minimize conflict with the existing contractor and to allow work to be properly scheduled, it is recommended that bidders be advised that, "It is anticipated but not guaranteed that the previous contractor will have completed his work in areas of conflict by July 1, 1967"

Clearing to be performed on pole line 15 feet on either side of line except through Viento Park. Clearing and trimming in Viento Park to be done as directed.

Sand backfill to be the same as our specification for, "Backfill in sand drains"

Unless otherwise stated, the distribution lines should conform with the standard specifications of the utility company supplying the power.

It is recommended that one splice only be permissable on the 7,200 volt burial cable. All splices to be monumented. Tape insulation to be used on splices.

Mr. Bailey has been given a copy of specifications of the utility company supplying the power.

Glenn A. Starkey,
Resident Engineer

Form E-49—3004

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate No 1

Proposed Pole Line - Starvation Creek To Viento Park 7200 Volt

	Item		Unit	Unit Price	Net Quantity	Allow	Total	Amount
	Pole Line Clearing		All				All	2,000.00
Viento Service	Trench Excavation		Cu yd	3.00	33	7	40	120.00
Viento Service	Sand Backfill		Cu Yd	3.00	15	5	20	60.00
Viento Service	2-#4 & 1-#8 Direct Burial Cable		Lin Ft	0.75	250	30	280	210.00
	15KVA Transformer (Pole Mounted)		Ea				1	344 00
	Poles, Conductors & Hardware		All	#7,500.00		#750.00		8,250.00
	Pole Holes		Ea.	45.00	28	2	30	1,350.00
	Anchor Holes		Ea	45.00	20	2	22	990.00
	Luminaires at Starvation Creek		Ea	250.00	4		4	1,000.00
								#14,324.00

Form E-19—3056

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate No. 2

Proposed Burial Line - Starvation Creek To Viento Park 7200 Volt

	Item		Unit	Unit Price	Net Quantity	Allow	Total	Amount
Pavement Removal			Sq. Yd.	0.75	511	49	560	420.00
Trench Excavation			Cu. Yd.	3.00	1938	192	2130	6390.00
Sand Backfill			Cu. Yd	3.00	962	98	1060	3180.00
#2 15KV Grounded Poly. Single conductor			Lin Ft	1.00	7130	710	7840	7840.00
2-#4 & 1-#8 Direct Burial Line			Lin. Ft	0.75	250	25	275	206.25
15 KVA Transformer (Pad Mounted)			Ea.	742.00	1		1	742.00
Isolation Transformer			Ea	400.00	1		1	400.00
3" PVC	Conduit		Lin Ft	1.00	112	8	120	120.00
Luminairs at Starvation Creek			Ea	250.00	4		4	1,000.00
Primary Metering			Ea.	500.00	1		1	500.00
Additional Labor Cost								1,000.00
								# 21,798.25

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate No. 3

To Be used with Estimate No. 1

Proposed Burial Design - Scale site To Starvation Creek 480V6H

	Item		Unit	Unit Price	Net Quantity	Allow	Total	Amount
Trench	Excavation		Cu. yd.	3.00	523	57	580	1740.00
Sand	Backfill		Cu. yd.	3.00	336	34	370	1110.00
3-#4 Cross Link	Poly. Conductors		Lin. Ft	1.25	2570	230	2800	3500.00
10 KVA Transformer	(Pole Mounted)		Ea.	264.00	1		1	264.00
3" P.V.C.	Conduit		Lin. Ft	1.00	98	12	110	110.00
3" Rigid	Galv. steel	Elect. Conduit	Lin. Ft	1.00	10		10	10.00
								6,734.00

Form E-49—3084

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Estimate No. 4

To Be Used with Estimate No. 2

Proposed Burial Design - Scale site To Starvation Creek 4.83 ac

	Item		Unit	Unit Price	Net Quantity	Allow	Total	Amount
Trench	Excavation		Cu. yd.	3.00	485	45	530	1590.00
Sand	Backfill		cu. yd.	3.00	311	29	340	1020.00
3-#4 Cross	Link Poly.	Conductors	Lin. Ft.	1.25	2360	240	2600	3250.00
15KVA	Transformer (Pad mount)		Ea.	742.00	1		1	742.00
3" P.V.C.	Conduit		Lin. Ft.	1.00	98	12	110	110.00
								6712.00

Proposed Pole Line - Starvation Creek To Viento Park

Pole #	Pole Length Class II	Δ or tan	Feet of Penetration	Guy	Anchor Plate	Type Framing	Cross Arm	spans
Existing								187
1	45	end	7.0	3/8"	16"		Double	199
2	40	Tan	6.5			A	single	232
3	40	Δ 27°	6.5	3/8"	16"	C	Double	284
4	40	Δ 12°	6.5	3/8"	16"	B	Single	274
5	40	Δ 10°	8.0	1/4"	12"	B	single	279
6	40	Δ 11°	6.5	1/4"	12"	B	single	249
7	35	Tan.	5.5			A	single	248
8	35	Tan	5.5			A	single	248
9	35	Δ 9°	5.5	1/4"	12"	A	single	278
10	35	Δ 10°	5.5	1/4"	12"	B	single	227
11	35	Δ 17°	5.5	3/8"	16"	B	Single	257
12	35	Δ 25°	5.5	3/8"	16"	C	Double	250
13	35	Δ 32°	5.5	3/8"	16"	D	Double	247
14	40	Δ 52°	6.5	7/16"	20"	D	Double	297
15	35	Δ 32°	5.5	3/8"	16"	D	Double	254
16	45	Tan.	7.0			A	Single	240
17	35	Δ 4°	5.5	1/4"	12"	A	Single	308
18	35	Tan	5.5			A	Single	293
19	35	Δ 7°	5.5	1/4"	12"	A	Single	259
20	50	Δ 25°	7.5	3/8"	16"	C	Double	271
21	45	Tan	7.0			A	single	245
22	35	Tan	5.5			A	Single	228
23	35	Δ 20°	5.5	3/8"	16"	B	Single	216
24	60	Δ 10°	8.5	3/8"	12"	B	Single	237
25	35	Δ 8°	5.5	1/4"	12"	A	single	215
26	45	Tan	7.0			A	single	229
27	40	Δ 16°	6.5	1/4"	16"	B	single	250
28	40	Δ 5°	6.5	1/4"	12"	A	single	96
Existing								6910

FRAMING DESIGNS

Type A - Up to 10°, use single arm with single tension insulator.
Type B - Up to 25°, use single arm with post stud insulator.
Type C - Above 25°, use double arm with post stud insulator.
Type D - Above 30°, use double arm with post stud angle insulator.

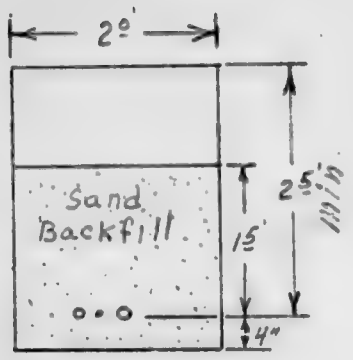
Estimates 2 & 4

Tr. Excavation & Sand Backfill for Burial Design

"L" 698+44 – "L" 718+90 / "PL" 3+25 = 2336 ft.

Scale site to starvation Creek

Est. No. 4



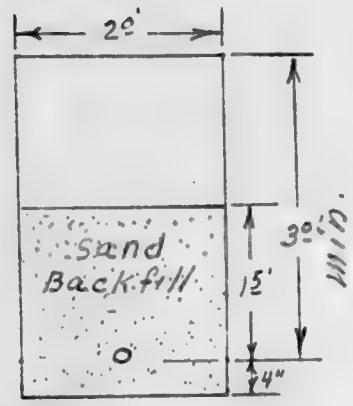
Tr. Exc. = $\frac{2' \times 2\frac{8}{12}' \times 2336}{27} =$ 485 Cu. yds.

Sand Backfill = $\frac{2' \times 1\frac{8}{12}' \times 2336}{27} =$ 311 Cu. yds

"L" 718+90 / "PL" 3+25 – "L" 766+40 / "PL" 51+40 = 4823 ft.

Starvation Creek to Old Hwy

Est. No. 2



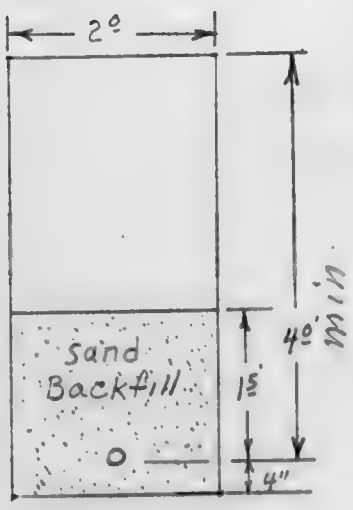
Tr. Exc. = $\frac{2' \times 3\frac{3}{12}' \times 4823}{27} =$ 1179 Cu. yds.

Sand Backfill = $\frac{2' \times 1\frac{8}{12}' \times 4823}{27} =$ 643 Cu. yds.

"L" 766+40 / "PL" 51+40 – "L" 788+40 = 2280 ft.

Old Hwy to Viento Park

Est. No. 2



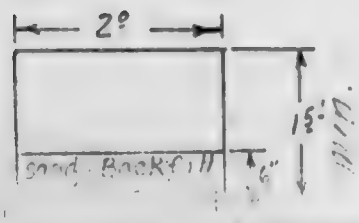
Tr. Exc. = $\frac{2' \times 4\frac{3}{12}' \times 2280}{27} =$ 726 Cu. yds.

Sand Backfill = $\frac{2' \times 1\frac{8}{12}' \times 2280}{27} =$ 304 Cu. yds.

"L" 785+50 – "L" 788+00 = 250 ft

Viento Service

Est. No. 2



Tr. Exc. = $\frac{2' \times 1\frac{8}{12}' \times 250}{27} =$ 33 Cu. yds.

Sand Backfill = $\frac{2' \times 1\frac{8}{12}' \times 250}{27} =$ 33 Cu. yds.

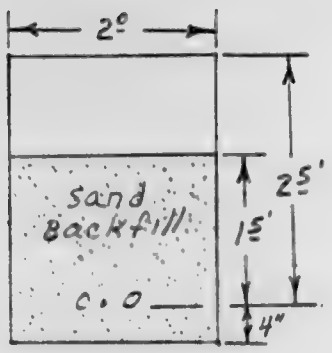
Total Trench Exc. – Est. No. 2 = 1938 Cu. Yd. – Est. No. 4 = 485 Cu. Yd.

Total Sand Backfill – Est. No. 2 = 962 Cu. Yd. – Est. No. 4 = 311 Cu. Yd.

Estimates 1 & 3

Trench Excavation & Sand Backfill for Pole Design

Est. No. 3

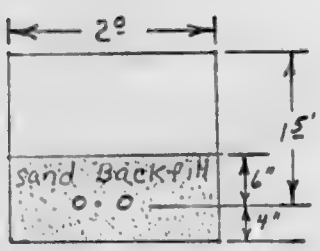


"L" 698+44 - "L" 720+40 / "PL" 5+10 = 2523 ft
scale site to starvation cr.

Tr. Exc. = $\frac{2' \times 2.8' \times 2523}{27'}$ = 523 Cu. yds.

Sand Backfill = $\frac{2' \times 1.8' \times 2523}{27'}$ = 336 Cu. yds

Est. No. 1



"L" 785+50 - "L" 788+00 = 250 ft
Viento Service

Tr Exc. = $\frac{2' \times 1.8' \times 250'}{27'}$ = 33 Cu. yds

Sand Backfill = $\frac{2' \times 0.8' \times 250'}{27'}$ = 15 Cu. yds

Estimates 1 & 3 - Total Trench Excavation = 556 Cu. yds.
Estimates 1 & 3 - Total Sand Backfill = 351 Cu. yds.

RECEIVED
JAN 31 1967
FOR FILING

I-80N-2(38)53
7059

Salem, Oregon
January 12, 1967

Mr. David G. Talbot
State Parks Superintendent

Power Source
Starvation Creek Park and
New Scale Site
Hood River County

Glenn Starkey, Resident Engineer, is making an estimate of cost to install a power line to feed Starvation Creek and the scale site mentioned above. His estimate will be based on two concepts, one to install an overhead power line in the conventional manner and, second, to place the entire run of supply in an underground conduit and provide sightly housing for any transformer or switching apparatus which might be needed.

This is being done at the request of the Bureau of Public Roads. The Bureau has indicated that the Lady-bird concept of beauty or the interstate system demands that something other than overhead lines be installed in the Gorge area.

I find no fault with this concept, but when I suggested that if the Ladybird program was going to enforce costly installations, it should put Federal money where its policies are and participate in some fashion in such projects. I have discussed this matter with Mr. Astrup. He feels we might be able to obtain participation with Federal funds.

When Mr. Starkey has completed his estimates and presents them for our study, will you please see that one of our people contacts Mr. Astrup, discusses this matter with him at greater length, and takes any necessary steps toward obtaining Federal participation prior to award of any contract for the construction.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

BPR has shown interest in approving this area as a rest area with I-80N financial participation. Mark Astrup is following up on this and if successful, the power line, landscaping, and additional tables and benches will all be done with 92-8 money. 1-30-67

RECEIVED
JAN 31 1967
FOR FILING

I-80N-2(38)53
7059

Salem, Oregon
January 12, 1967

Mr. David G. Talbot
State Parks Superintendent

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Hood River County

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Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Mark Astrup

114-1109	Indian Crk. Sec. of Hood R. Hwy. South of Hood R.	1967
#7060	(Grad.,pav.)	

12
NBA 3404

NSA 3404

RECEIVED
OCT 31 1968
FOR FILING

114-1109

7060

October 31, 1968

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7060 awarded to Interstate Paving Company for grading and paving on the Indian Creek section of the Hood River Highway in Hood River County was completed on July 5, 1968, and accepted by the Highway Commission on October 30, 1968.

Final payment in the amount of $14,212.03 will be released to the contractor after November 8, 1968. The total contract amount is $278,356.28 including $6,138.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Mr. L. W. Purdy
P. O. Box 7966
Portland, Oregon 97232

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 31 1968
FILING

1141-1107

7060

October 31, 1968

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7060 awarded to Interstate Paving Company for grading and paving on the Indian Creek section of the Hood River Highway in Hood River County was completed on July 5, 1968, and accepted by the Highway Commission on October 30, 1968.

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Very truly yours,

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OREGON STATE HIGHWAY COMMISSION

wln

cc Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Mr. L. N. Purdy
P. O. Box 7966
Portland, Oregon 97232

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 31 1968

114-1109
7660

October 30, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1968, on Contract No. 7060. The contract was with Interstate Paving Company and was for grading and paving on the Indian Creek Section of the Hood River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 30, 1968, and that you concur in this procedure at the Commission meeting on November 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien

srb fn

114-1109
7060

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Indian Creek		WEEK ENDING: September 14, 1968
		SECTION PREFIX: 114-1109
HIGHWAY: Hood River		COUNTY: Hood River
NAME OF JOB: Indian Creek Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: Interstate Paving Company	CONTRACT NUMBER: 7060	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 15, 1967	ESTIMATED COMPLETION DATE: July 5, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A	WORK DAYS USED: N/A
	SPECIFIED CALENDAR DAYS: 203	CALENDAR DAYS USED: 203
PROJECT AUTHORIZATION: $342,738.56	SPECIFIED COMPLETION DATE: N/A	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $318,366.04	ENGINEERING AUTHORIZATION: $24,372.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $290,413.39	ENGINEERING COST TO DATE: $35,080.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: UNDERRUN 8.8 %	PERCENT OF AUTHORIZATION: 143.9%	DATE PROJECT WAS COMPLETED: July 5, 1968

Including Engineering: UNDERRUN 4.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.53	0.53			0.53
MILES PARTIALLY COMPLETED	0.53	0.53			0.53
MILES COMPLETED	0.53	0.53			0.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,000 cy	17,600 tons			4,000 tons
TOTAL QUANTITIES CORRECTED TO DATE	57,673 cy	17,018 tons			3,929 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	57,673 cy	17,018 tons			3,929 tons
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	-		Project completed.
MONDAY	Sunny			
TUESDAY	P. Cloudy			
WEDNESDAY	P. Cloudy			
THURSDAY	Sunny			
FRIDAY	Cloudy - Rain			
SATURDAY	Cloudy - Rain			

Routing

Morgan — Pease
Decker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
SEP 1 1968
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed.

The Semi-Final Estimate for this project was submitted to the Division Office on Friday, September 13, 1968.

Mr. J. F. Putnam, Div. Eng'r., was in the office on Wednesday of this week.

This will be the last weekly report for this project, unless directed otherwise.

SIGNED J. S. Sawyer LOCATION P. O. Box 420, The Dalles, Oregon

J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 3 - 1968

114-1107
-11 L C

September 3, 1968

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 Furnish Avenue
Pendleton, Oregon 97801

Dear Mr. Hill:

In line with your August 23 request, Division Engineer Putnam called on Mr. Edward Poirier of Hood River.

Mr. Poirier manages the Westside Water District whose facilities had to be moved during construction of the Indian Creek Section of the Hood River Highway recently completed. The problem concerns responsibility for adjusting water service in connection with a utility move, and it is complicated by an apparent misunderstanding.

Our utility people are working on the matter and I hope it can eventually be amicably settled.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
Victor D. Wolfe

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 30, 1968

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
Salem, Oregon 97310

Mr. R. P. Hamilton and I contacted Mr. Edward Poirier of the Hood River Westside Water District on August 29 concerning his problem with the Highway Department.

The Westside Water District occupied our right of way within the limits of the Indian Creek Project under Pipe Line Permit 5232. It was necessary for them to adjust their facilities.

Utility Liaison Engineer Fred Sugnet contacted Mr. Poirier prior to the letting of the contract to work out the details of the move. Mr. Poirier claims that during one of their meetings he advised Mr. Sugnet that the connections were not the property of the Water District but were both provided for and installed by the property owner, therefore, the District could not be responsible for their adjustment. He claims that Mr. Sugnet advised him that this was the State's responsibility to work the matter out with the property owners. However, Mr. Poirier suggested that they take care of the adjustment with their contractor and the State would then pick up the bill. He evidently feels that Mr. Sugnet approved of this plan, and on July 21, 1967, he submitted an estimate of the cost for the adjustment of the line and included an $85.00 fee for each service transfer. Upon the completion of the work, Mr. Poirier separated the $1105.00 provided for the adjustment of the new connections on the final billing and requested the State to pay their contractor separately for this work. As none of the adjustment was eligible for payment, this request was denied. Mr. Poirier states that the District is quite small with only 120 users, and that they are purchasing water from the City of Hood River at a fairly high cost and cannot afford to pay the $1105.00 for the adjustment of the connections. He further states that Mr. Sugnet now denies making the statement he advised him that the taps would be the State's responsibility, and further that he was in contact with the District's lawyer who convinced him that a verbal agreement is as binding as one written.

NOTED
R. L. P.

I tried to explain to Mr. Poirier that under normal circumstance, we considered the mains and the connections all a part of the District ownership and that as they were within the original right of way under permit that we could not pay any portion of the move. I was unable to resolve this matter as I do not have the authority to authorize payment for the connections and Mr. Poirier is adamant that the State should pay.

C&A 3426

Enclosed for your perusal is a copy of the agreement, a letter from the District giving an estimate of the cost, and a memo to the files from Mr. Sugnet pertaining to his latest meeting with Mr. Poirier.

If I can be of further assistance, please advise.

J. F. Putnam
Division Engineer

JFP:ft

Enclosure

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Hood River Ore 7-21-67

Dear Mr Sargent:

The Commissioners have accepted the bid of Ellison Adams and find figures are, $11,460.00 for the 10" pipe. This includes the 85 ft service transfer. The 6" bid is $9187.00. The difference is $2273.00. In addition to this the 6" or 10" pipe will be the start of 8" pipe under the highway for Brookside Drive and $150.00 for transferring fire hydrants. (off $360.00)

We are able to send you $2600.00 any time now when you accept the agreement which are signed by 3 Commissioners.

Sincerely yours
Westside Water District.
Edward Parker Com.

DIVISION
J. S. SAWYER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
SEP 5 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1968

Mr. Edward Poirier
Secretary-Treasurer
Westside Water District
Route 4 Box 106
Hood River, Oregon

RE: Water Line Relocation
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Dear Sir:

Your letters of July 25, 1968 to our Mr. J. S. Sawyer concerning the above-captioned subject have been referred to me for reply. In these letters and in the conference with our representatives on August 14, 1968, you request the State to bear the expense of 13 service connections listed in the Glenn Adams Excavating Company's billing for relocating the District's facilities conflicting with this construction project.

The crossings and connections were all located on highway right of way under the terms of Permit No. 5232 issued to the Westside Water District on May 31, 1961. The terms of this permit require that the District's facilities, should they conflict with the future construction by the Highway Department, be adjusted at the District's expense. This permit applies not only to the District's six-inch line, but to all the laterals occupying State Highway right of way.

Although the District may consider the service connections to be owned by the individual properties served, the fact still remains that the connections occupy public road right of way under permit. Therefore, adjustment of these connections must be made at the District's cost. The District may desire to assess each property owner to recover this cost.

In your letter to Mr. Sugnet dated July 21, 1967, you indicated that your Commissioners had accepted the bid of Glenn Adams and stated that his bid of $11,460 includes an $85 fee for each service transfer. Therefore, this amount has been included in Mr. Adams' original bid, and arrangements to advance the District money for this purpose have already been made in accordance with the District-State agreement dated August 29, 1967. This amount is to be refunded to the State in accordance with Paragraph 4 of THINGS TO BE DONE BY DISTRICT, the first payment of which was due on September 1, 1968.

TWL:fw
bc: F. B. Klaboe
G. E. Rohde
C. H. Maison
J. F. Putnam
J. S. Sawyer
F. W. Sugnet

Very truly yours,

F. D. Morgan
Construction Engineer

By COPY NOT SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

114-1109 7060

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Indian Creek		WEEK ENDING: August 31, 1968
		SECTION PREFIX: 114-1109
HIGHWAY: Hood River		COUNTY: Hood River
NAME OF JOB: Indian Creek Section	KIND OF WORK: Grading & Paving	
CONTRACTOR: Interstate Paving Company	CONTRACT NUMBER: 7060	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 15, 1967	ESTIMATED COMPLETION DATE: July 5, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A	WORK DAYS USED: N/A
	SPECIFIED CALENDAR DAYS: 203	CALENDAR DAYS USED: 203
PROJECT AUTHORIZATION: $ 342,738.56	SPECIFIED COMPLETION DATE: N/A	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 318,366.04	ENGINEERING AUTHORIZATION: $ 24,372.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 293,092.13	ENGINEERING COST TO DATE: $ 33,952.35	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.9 %	PERCENT OF AUTHORIZATION: 139.3%	DATE PROJECT WAS COMPLETED: July 5, 1968

Including Engineering: UNDERRUN 3.4%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.53	0.53			0.53
MILES PARTIALLY COMPLETED	0.53	0.53			0.53
MILES COMPLETED	0.53	0.53			0.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,000 cy	17,600 tons			4,000 tons
TOTAL QUANTITIES CORRECTED TO DATE	57,673 cy	17,018 tons			3,929 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	57,673 cy	17,018 tons			3,929 tons
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	Calendar							

	WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Sunny - Rain	-		Project completed.
MONDAY	Cloudy - Rain			
TUESDAY	Cloudy - Showers			
WEDNESDAY	P. Cloudy			
THURSDAY	Sunny			
FRIDAY	Sunny			
SATURDAY	Sunny			

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed.

The Semi-Final Estimate is being worked on and should be submitted about September 9, 1968.

Mr. J. F. Putnam, Div. Eng'r., was in the office on Thursday and Friday of the week and on the project on Thursday.

Mr. L. H. Warfield, Asst. Div.Eng'r., was in the office on Tuesday and Wednesday of this week.

SIGNED Eldon Walker LOCATION P. O. Box 420, The Dalles, Oregon

Eldon Walker, for J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 25 1968
FOR FILING

114-1167

7760

August 20, 1968

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7060 on the Indian Creek Section of the Hood River Highway in Hood River County.

After careful consideration, the Commission granted an increase of 83 calendar days.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc J. F. Putnam
J. S. Sawyer
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 7, 1968

Salem, Oregon

SUBJECT: Extension of Time
Indian Creek Section
Hood River Highway
Contract No. 7060

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

We have received from Interstate Paving Company, contractor on the subject contract, the attached request for an extension of 83 calendar days. The contractor's request is based primarily on delays caused by utility company relocations and work added to the contract.

The contract was awarded on August 7 and the contractor started work August 15, 1967. The calendar day count started August 19. We allowed 120 calendar days for completion, hoping for a late 1967 completion but realizing it was a tight requirement. An effort was made to get an early start on the utility changes.

This contract involved widening the existing alignment and required adjustments by six (6) different utility organizations along the entire length of the project on both sides of the highway. Although the majority of the utility relocation work was done during the first season, the utilities were not completely relocated until April 29, 1968. The contractor was not allowed to begin operations on the fill immediately south of Indian Creek until all of the utility conflicts in that area had been completed. This was done to keep inconvenience to the traveling public and adjacent businesses at a minimum. Utility delays very definitely affected the contractor's operations and reduced his rate of progress.

An ordered stop work period was in effect from December 11, 1967 to April 8, 1968 during unsuitable weather. In addition to the utilities delays, a culvert was changed by price agreement from 36 inches to 48 inches after work was in progress and delayed availability of an area.

The Division Office has prepared a critical path diagram and a straight line drawing of the project which clearly indicates the substantial delays occasioned by the utility adjustments. Because of these delays which were not the fault of the contractor, we recommend that the calendar days be increased by 83 which will eliminate all liquidated damages. ($8300 @ $100 per day). The contract was completed July 5, 1968.

Rfd'd to Porter 8-9-68

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

Attachment

DES:ss

cc: L. H. Young

RECEIVED
AUG 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

AREA CODE 503 296-9511

INTERSTATE PAVING CO.

GENERAL CONTRACTORS

GRADING — PAVING — OILING

POST OFFICE BOX 92 THE DALLES, ORE. 97058

July 13, 1968

J. S. Sawyer, Resident Engineer
Oregon State Highway Department
The Dalles, Oregon

RE: Time Extension
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Dear Sir:

We are requesting an extension of the completion time of the above referenced project, of 83 days, for the following reasons:

The work was started 5 days ahead of the day count in anticipation that the job would have to be pushed in order to meet the assigned completion date. As the work proceeded as planned, it became apparent that a full production schedule could not be maintained for lack of access to certain properties not yet acquired by the State. A partial shutdown and reduction in force was necessary, but as the areas became available the work resumed on a limited scale to match the property acquisitions.

On August 24, 1967 a change order on a section of pipe was issued and this change itself delayed the planned program, and it was not until September 13, 1967 were we able to install the 48' culvert pipe in the Diamond Fruit Company power ditch that would give us access to the areas on the east side of the Indain Creek culvert.

The cooperation that was promised at the preconstruction conference by the various utilities involved, failed to materialize as planned and it soon became evident that further delays would be encountered. We can understand that a lack of materials and manpower on their part can effect the completion of their relocation projects, but nevertheless, these same delays prevented us from fully utilizing the time and space to best advantage. During the early periods of the job we did utilize the periods of stoppage to stockpile needed materials at the site so as to gain some advantage in this area.

Installation of pipe by the subcontractor was forstalled almost immediately by a continual conflict of grades with the existing pipes of the Farmers Irrigation System and Westside Water District. No amount of pleading and cajoling seemed to hurry th prosecution of the utility relocation and it progressed in a "Here today - Gone tomorrow' manner.

The box culvert at Indian Creek had been completed at this time and filling of the area commenced. We were delayed a day and a half on this phase to get a determination from division office as to the stability of the fill material, and all during this phase we were working around the facilities of the United Telephone Company which had not yet been relocated when the work was suspended December 11, 1967.

The fills on both sides at Indian Creek had been brought up to the existing road level at the time of the suspension, and as the next phase of work involved some oiling work and detouring of traffic to complete the fills on a stage basis, this was not possible due to the inclement weather and existence of the United Telephone Company poles in the detour areas.

The City of Hood River, at this point, got into the act and decided they needed a sewer trunk through the Indian Creek fill area, and without a "By your leave", as far as we were concerned, proceeded to dig up the place. No substantial delay resulted in this except when a crossing across the highway at the Indian Creek road was excavated at the opening of the work in the Spring of 1968.

When work was resumed on April 8, 1968 there was still some irrigation and domestic water relocations to be done and the existence of these caused considerable water damage to the excavations required, resulting in some over-excavating for subgrade and replacing with stabilizing materials.

After the last of the relocations of utilities were completed and OK's received to enter disputed properties, the work proceeded to its completion on July 5, 1968 with as much equipment as was deemed safe for this congested area.

There was no opportunity to expedite the work with more equipment and manpower or to utilize double shifts, and we had already suffered considerable expense through increased labor costs evolving from labor contract increases.

Under the circumstances we do not feel that we are being unreasonable in asking that the completion time be extended by 83 days.

Sincerely,

INTERSTATE PAVING COMPANY

Howard Stinson
President

HS:ds

RECEIVED
AUG 14 1968

114-1109
7060

August 13, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 9
August 20 meeting

Gentlemen:

Interstate Paving Company, contractor on the Indian Creek Section of the Hood River Highway in Hood River County, Contract No. 7060, has requested an increase of 83 calendar days.

This contract involved widening the existing highway and required adjusting utilities by six different organizations along both sides of the highway throughout the project. The utility relocation work was done by the utilities themselves. The contractor started his work very promptly and with adequate forces, but unanticipated delays in the utility moves prevented completion of the project in 1967 and a winter shutdown was ordered. The contract was completed on July 5, 1968.

The request is justified and I recommend that the calendar days be increased by 83 which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

JAM/DES:ss:fw lms
Enclosure
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
J. F. Putnam

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7060 Contractor Interstate Paving Company

Highway Hood River

Section Ind ian Creek

Kind of Work Grading & Paving

It is recommended that such extension be granted as requested under the following terms and conditions: Utility delays justify an increase of 83 calendar days.

Recommended for Approval:

J. J. Fitzpatrick
Division Engineer

W. A. Bark
for Construction Engineer or Bridge Engineer

L. L. Pfaff
State Highway Engineer

Contract No.	7060
Project designation	State (State—Federal)
Date awarded	August 7, 1967
Work started	August 15, 1967
Per cent completed	100% July 5, 1968 (Date)
Specified ~~completion date~~	120 calendar days ~~December 16, 1967~~
Previously extended to	N/A
~~Extension~~ additional requested to	83 days July 5, 1968

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date July 1, 1968

Gentlemen:

We, the undersigned, respectfully request an extension of 83 days time, from April 13, 1968, to July 6, 1968, within which to complete our Contract No. 7060, described as follows:

Indian Creek Section
Hood River County
Hood River, Oregon

The above request is based upon the following reasons:

We have not had complete access to the work areas due to slow progress of the various public utilities in relocating their facilities. There was no area in which increased amounts of equipment and manpower could have effected an earlier completion date.

(see attached letter)

Respectfully submitted,

Interstate Paving Company
Contractor

By Stanley H. Stinson
Stanley H. Stinson, Vice President

CONSENT OF SURETY

Date July 17, 1968

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

John P. Jerome
John P. Jerome, Attorney-in-fact

(SEAL)

Resident Agent
Lloyd W. Purdy Oregon Resident Agent

State Printing 97813

RECEIVED
FEB 26 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

HH-1109
7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1968

Westside Water District
Route 4, Box 106
Hood River, Oregon 97031

ATTENTION: Mr. Edward Poirier

Re: Water Line Relocation
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Gentlemen:

Reference is made to Mr. J. S. Sawyer's letter of February 16, 1968 which answered, for the District, our letter of October 25, 1967.

Mr. Sawyer's letter reports that the District will have to, in addition to the anticipated work, install an 8-inch water pipe at Brookside Drive and adjust fire hydrants. He further reports that the District, therefore, requests the State pay a total relocation cost of $11,910 rather than the original estimate of $11,460.

The installation of the 8-inch water pipe at Brookside Drive is a new installation and a betterment to the system. Therefore it cannot be considered as part of the relocation, in kind, of your original facility.

The adjustment of the fire hydrants, as reported in Mr. Sawyer's letter, was necessitated by the increase in water main size from 6-inches to 10-inches, and likewise, cannot be considered eligible for reimbursement by the State.

Since the 8-inch pipe installation is a betterment, and the adjustment of the hydrantsis part of the betterment of increasing the water main from 6-inches to 10-inches, the State cannot advance monies for the payment of the cost incurred for this work.

The State shall pay the total cost of relocating the District's facilities providing the District deposits with the State the additional cost of $450.00 for installation of the eight (8) inch pipe and adjustment of hydrants. This additional amount will bring your deposit with the State to a total of $3,050.00. At the completion of the project, if the actual cost differential of the 10-inch over the 6-inch pipe, the cost of installation of the 8-inch pipe, and the cost of adjusting fire hydrants is more than $3,050,

the District shall pay the State the difference. If these actual costs are less than $3,050, the State shall credit the excess to the amount owed the State under the agreement between the State and the District dated August 29, 1967.

You are therefore requested to deposit with the State a check in the amount of $450.00 to cover the additional costs. Your check should be made payable to the Oregon State Highway Department and mailed to Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Your early attention to this matter will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
C. H. Maison
J. F. Putnam
J. S. Sawyer
F. W. Sugnet

RECEIVED
OCT 27 1967
FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

114-1109
7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1967

Westside Water District
Route 4, Box 106
Hood River, Oregon 97031

ATTENTION: M. Edward Poirier

Re: Water Line Relocation
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Gentlemen:

Reference is made to your letter of July 21, 1967 in which you set forth the amount of the bid from Glenn Adams Excavating for adjusting your facilities on the subject project.

We feel that we need a clarification of the amounts listed in your letter. Is the cost of $300 for the 8-inch stub at Brookside Drive and the $150 for transfer of five hydrants in addition to the $11,460? If these costs are in addition will you want the State to pay $11,460 or $11,910. as the total cost of adjusting your facilities.

Your early attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
C. H. Maison
J. F. Putnam
Ernest Scrivner
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
OCT 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-183X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
DAVID B. SIMPSON, MEMBER
Portland
FRED W. HILL, MEMBER
Helix

RECEIVED
OCT 25 1967
FOR FILING

114-1109
7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1967

Westside Water District
Route 4, Box 106
Hood River, Oregon 97031

ATTENTION: Mr. Edward Poirier

Re: Deposit for Increase in
Water Main Size
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $2,600 as the deposit for the estimated cost of increasing the water main size from six (6) inches to ten (10) inches. This check has been forwarded to our Accounting Division for furtherprocessing.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
C. H. Maison (w/check - Wickiup W. D.)
J. F. Putnam
Ernest Scrivner
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67
RECEIVED
OCT 13 1967
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID S. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
114-1109
7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 11, 1967

Westside Water District
Route 4, Box 106
Hood River, Oregon 97031

ATTENTION: Mr. Ed. Poirier
Secretary

Re: Deposit for Increase in
Water Main Size
Indian Creek Section
Hood River Highway
Hood River County
Contract No. 7060

Gentlemen:

Reference is made to the agreement between the State and the Westside Water District dated August 29, 1967, and your letter dated July 21, 1967.

Paragraph three of the GENERAL PROVISIONS provides that the District shall deposit with the State, should the size of pipe line be increased from six (6) inches to ten (10) inches, the estimated difference in cost between the ten (10) inch line and the existing six (6) inch line, which in your letter of July 21, 1967, you estimated to be $2,600.00.

You are therefore requested to deposit with the State a check in the amount of $2,600.00 to cover the additional cost. Your check should be made payable to the Oregon State Highway Department and mailed to: Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Your early attention to this matter will be appreciated.

Very truly yours,

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
Ernest Scrivner
F. W. Sugnet

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
SEP 15 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

11-1-1161

7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1967

Farmers Irrigation District
Rt. 3, Box 1095
Hood River, Oregon

ATTENTION: Mr. Irwin Beard

Re: Irrigation Line Adjustment
Indian Creek Section
Hood River Highway
Hood River County
Contract 7060

Gentlemen:

Reference is made to our letter of August 17, 1967. The quantity of 15-inch concrete rubber ring pipe to be installed was listed on page 1 and 2 as 818 feet. The quantity should have read 766 feet. Therefore our letter of August 17, 1967, is rescinded in favor of the following:

Your letter of August 8, 1967, indicated that Adams Excavation Company submitted the only bid for this work. You also pointed out that you have been using them informally on a continuing contract basis for the past five years and our investigation has indicated that their bid is reasonable. We therefore concur in your award of the contract to Adams Excavation Company as requested in your above mentioned letter of August 8, 1967.

According to your letter of August 8, 1967, Mr. Adams' bid for the relocation of your facilities on this project was as follows:

(1) Construct Irrigation Boxes at the following locations:

Station	Lump Sum Contract
121+88	$643.50
123+80	350.62
126+95	998.20
Total for Irrigation Boxes	$1,992.32

(2) Furnish and Install Concrete Rubber Ring Pipe

Estimated Quantity	Size	Cost/ft.	Total
(a) 390 ft.	10 in.	$2.93	$1142.70
(b) 506 ft.	12 in.	$3.27	$1654.62
(c) 766 ft.	15 in.	$3.88	$2972.08

(3) Furnish and Install 15 inch steel pipe (includes concrete anchors and any necessary welding)

Estimated Quantity	Cost/ft.	Total
280 ft.	$8.47	$2371.60

Your estimate, as detailed above, and sketch map for the adjustment of your facilities on this project have been approved by the State subject to the following conditions:

(1) It is understood and stipulated that Item No. 1 - Construct Concrete Irrigation Boxes - is a lump sum bid for each box.

(2) Due to a change in plans, it was agreed between representatives of the State and the District that the State will reimburse the District for the cost of installing 340 feet of the estimated 390 feet of pipe detailed in item 2 (a) above. Since this work will be performed as one unit, the State will reimburse the District $\frac{340}{390}$ or 87.18% of the total cost of this item.

(3) Item 2 (c) above indicates that 766 feet of 15 inch concrete rubber ring pipe will be relocated. Item No. 1 of our Staff Attorney's letter dated July 24, 1967, detailed that 516 feet of 15 inch concrete rubber ring pipe was in conflict with proposed construction and is located on private property. Item No. 3 of the above mentioned letter indicates that 302 feet of 14 inch wood pipe located on public road right of way is in conflict with the proposed construction. Since both of these lines are to be replaced with 15 inch concrete rubber ring pipe and the work will be performed as one unit, the State will reimburse the District $\frac{516}{766}$ or 67.36% of the total cost of adjusting item 2 (c) above.

Following, for ;your information, is a tabulation of the above mentioned estimate ;indicating the District's and State's share of the costs:

(1) Construct three irrigation boxes

Station	Dist. Share	State Share
121+88	0	$643.50
123+50	0	$350.62
126+95	0	$998.20

(2) Furnish and Install Concrete Rubber Ring Pipe

Est. Quantity	Size	Cost/ft.	Total Cost	Dist. Share %	Dist. Share Amt.	State Share %	State Share Amt.
390'	10"	$2.93	$1142.70	12.82	$146.49	87.18	$996.21
506'	12"	$3.27	$1654.62			100	$1654.62
766'	15"	$3.88	$2972.08	32.64	$970.09	67.36	$2001.99

(3) Furnish and install steel pipe (includes concrete anchors and any necessary welding)

Est. Quantity	Size	Cost/ft.	Dist. Share	State Share
280 ft.	15"	$8.47	0	$2371.80
		Total	$1116.58	$9016.94

This will confirm our verbal authorization to proceed with this work effective August 11, 1967, subject to the above provisions.

Reimbursement for work performed on and subsequent to August 11, 1967, will be made subject to the above provisions and to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

If you agree with the division of costs and conditions as set forth above, please have the appropriate official(s) sign the original copy of this letter and return it to this office. The carbon copy is for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Jaclyn Lentunigel

for T. W. Litchfield
Utilities Liaison Engineer

FARMERS IRRIGATION DISTRICT

BY _____

BY _____

Date _____

PGP:JMC:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
E. Scrivner
R. P. Hamilton
F. W. Sugnet

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1967
FOR FILING
114-1109
7060

Agenda
4f

August 31, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3426

Westside Water District
Route 4, Box 106
Hood River, Oregon 97031

Attention: Mr. Ed Poirier
Secretary

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the relocation of the District's water main which conflicts with construction of the Indian Creek Section of the Hood River Highway in Hood River County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. D. Morgan
Attn: T. W. Litchfield
(Conformed Copy)

FORM E-122X - 50M 7-66

RECEIVED
AUG 18 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

114-1109

7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1967

Farmers Irrigation District
Rt. 3, Box 1095
Hood River, Oregon

ATTENTION: Mr. Irwin Beard

Re: Irrigation Line Adjustment
Indian Creek Section
Hood River Highway
Hood River County
Contract 7060

Gentlemen:

Your letter of August 8, 1967, indicated that Adams Excavation Company submitted the only bid for this work. You also pointed out that you have been using them informally on a continuing contract basis for the past five years and our investigation has indicated that their bid is reasonable. We therefore concur in your award of the contract to Adams Excavation Company as requested in your above mentioned letter of August 8, 1967.

According to your letter of August 8, 1967, Mr. Adams' bid for the relocation of your facilities on this project was as follows:

(1) Construct Irrigation Boxes at the following locations:

Station	Lump Sum Contract
121+68	$643.50
123+50	350.62
126+95	998.20
Total for Irrigation Boxes	$1,992.32

(2) Furnish and Install Concrete Rubber Ring Pipe

Estimated Quantity	Size	Cost/ft.	Total
(a) 390 ft.	10 in.	$2.93	$1142.70
(b) 506 ft.	12 in.	3.27	1654.62
(c) 818 ft.	15 in.	3.88	3173.84

(3) Furnish and Install 15 inch steel pipe (includes concrete anchors and any necessary welding)

Estimated Quantity	Cost/ft.	Total
280 ft.	8.47	$2371.60

F. B. KLABOE
NOTED

Your estimate, as detailed above, and sketch map for the adjustment of your facilities on this project have been approved by the State subject to the following conditions:

(1) It is understood and stipulated that Item No. 1 - Construct Concrete Irrigation Boxes - is a lump sum bid for each box.

(2) Due to a change in plans, it was agreed between representatives of the State and the District that the State will reimburse the District for the cost of installing 340 feet of the estimated 390 feet of pipe detailed in item 2 (a) above. Since this work will be performed as one unit, the State will reimburse the District $\frac{340}{390}$ or 87.18% of the total cost of this item.

(3) Item 2 (c) above indicates that 818 feet of 15 inch concrete rubber ring pipe will be relocated. Item No. 1 of our Staff Attorney's letter dated July 24, 1967, detailed that 516 feet of 15 inch concrete rubber ring pipe was in conflict with proposed construction and is located on private property. Item No. 3 of the above mentioned letter indicates that 302 feet of 14 inch wood pipe located on public road right of way is in conflict with the proposed construction. Since both of these lines are to be replaced with 15 inch concrete rubber ring pipe and the work will be performed as one unit, the State will reimburse the District $\frac{516}{818}$ or 63.08% of the total cost of adjusting item 2 (c) above.

Following, for your information, is a tabluation of the above mentioned estimate indicating the District's and State's share of the costs:

(1) Construct three irrigation boxes

Station	Dist. Share	State Share
121+88	0	$643.50
123+50	0	350.62
126+95	0	998.20

(2) Furnish and install Concrete Rubber Ring Pipe

Est. Quantity	Size	Cost/ft.	Total Cost	Dist. Share %	Dist. Share Amt.	State Share %	State Share Amt.
390'	10"	$2.93	$1142.70	12.82	146.49	87.18	996.21
506'	12"	3.27	1654.62			100	1654.62
818'	15"	3.88	3173.84	36.92	1171.78	63.08	2002.06

(3) Furnish and install steel pipe (includes concrete anchors and any necessary welding)

Est. Quantity	Size	Cost/ft.	Dist. Share	State Share
280 ft.	15"	$8.47	0	$2371.80
		Total	$1318.27	$9016.81

This will confirm our verbal authorization to proceed with this work effective August 11, 1967, subject to the above provisions.

Reimbursement for work performed on and subsequent to August 11, 1967, will be made subject to the above provisions and to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

If you agree with the division of costs and conditions as set forth above, please have the appropriate official(s) sign the original copy of this letter and return it to this office. The carbon copy is for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T W LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FARMERS IRRIGATION DISTRICT

BY_____

BY_____

Date_____

PGP:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
E. Scrivner
R. P. Hamilton
F. W. Sugnet

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1967
FOR FILING

114-1169

7060

August 3, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 29 meeting will be an agreement between the Oregon State Highway Commission and the Westside Water District covering the relocation of the District's water main which conflicts with our construction of the Indian Creek Section of the Hood River Highway in Hood River County.

This agreement provides for the District to relocate its facilities with the State paying the actual cost of the adjustment. The District agrees to repay the State in six equal payments, the first payment on September 1, 1968, and for five years subsequent on September 1 of each year one-sixth of the actual cost. The estimated cost to the State, all of which will be repaid, is $9,187. The agreement further provides that should the size of the water main be increased, the District will deposit with the State the estimated difference in cost.

It was necessary to handle the water main relocation in this manner, as the District does not have sufficient funds available to make this major adjustment of its facilities.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
C. H. Maison
J. F. Putnam

JMC:ss:fw fn

RECEIVED
AUG 23 1967
FOR FILING

114-1109

7060

Agenda 4m

August 2, 1967

MISC. CONTRACTS and AGREEMENTS No. 3404

Board of County Commissioners
Hood River County Court
Hood River, Oregon 97031

Gentlemen:

Enclosed for your files is a fully executed copy of a construction agreement covering the Indian Creek Section of the Hood River Highway in Hood River County.

A fully executed copy of this agreement has been sent to the City of Hood River, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-123

RECEIVED
JUL 31 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

114-1109

7060

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1967

Farmers Irrigation District
Route 3, Box 1055
Hood River, Oregon 97031

Attention: Irwin Beard

Re: Irrigation Line Adjustments
Indian Creek Section
Hood River Highway
Hood River County

Gentlemen:

The conflicts as listed in our letter to you dated July 12, 1967, in connection with the above-titled subject, are amended to read as follows: (Please disregard all the conflicts as previously listed)

1. 516 feet of 15-inch pipe all located on private property and fully reimbursable.

2. 69 feet of 15-inch steel pipe all located on private property and fully reimbursable.

NCIEI
F.B. KLABUE

3. 302 feet of 14-inch wood pipe located on public road right of way and is nonreimbursable.

4. 509 feet of 12-inch pipe located on private property and fully reimbursable.

5. 269 feet, 189 feet of which is to be abandoned and 80 feet of which must be relocated and is located on public road right of way, and 335 feet of 10-inch pipe located on private property. The adjustment of this conflict is to be done as a unit and therefore the State will reimburse your company for 80.7% of the total cost of adjusting all the pipe.

6. Two Siphon Boxes are located on private property and one is located upon public road right of way. The adjustment of these Siphon Boxes is to be done as a unit and therefore the State will reimburse your company for 66.67% of the total cost of these adjustments.

7. Two Junction Boxes are located on private property and one is located upon public road right of way. The adjustment of these Junction Boxes is to be done as a unit and therefore the State will reimburse your company for 66.67% of the total cost of adjusting these facilities.

NOTE: The above is set out for your convenience in determining what is reimbursable and what is not and a more detailed list of the conflicts is attached hereto.

ALSO: On Sheet 3 of the conflicts' sheets there is a Pump House at Station 121+90; a Pump only at Station 121+99; both of which are not included in the above listing. It is requested that you contact either the Utilities Liaison Engineer or the Resident Engineer regarding these items to determine if adjustment will be necessary; their names and addresses appear in our letter of July 12, 1967. If adjustment is required for the items - the Pump House is on private property and is fully reimbursable, and the Pump Only is on public road right of way and is nonreimbursable.

ATTACHED HERETO IS A REVISED LIST OF THE CONFLICTS.

All other provisions of our letter of July 12, 1967, remain unchanged.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: F. B. Klaboe
F. D. Morgan
Ted Litchfield (4)
F. M. Sugnet
Ernest Scrivner
G. W. Ross
C. H. Maison
J. F. Putnam
Parker & Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon 97031
Attn: Mr. Walter Parker

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Farmers Irrigation District — TABULATION SHEET

Indian Creek Section — SHEET 1 OF 3 SHEETS

Hood River Highway

Hood River County

LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate Direction		R/W	Private	REMARKS
	111+33					
14" Concrete Pipe	to	35' to 42'	E		X	69' on pvt.
	112+00					
	116+73					
15' Concrete Pipe	to	40' to 32'	E		X	516 on pvt
	121+89					
	121+89					
12" Concrete Pipe	to	32'	E	X		509 on pvt
	126+98					
	126+98					
14" Wood 12" Concrete Pipe	to	32' to 16'	E			302 ± on R/W
	130+00					

Farmer's Irrigation District
Indian Creek Section
Hood River Highway
Hood River County

TABULATION SHEET
SHEET 2 OF 3 SHEETS

LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate Direction		R/W	Private	REMARKS
	121+83					
10" Conc. Pipe	to	30' to 12'	E	X		20' on R/W
	121+96					
	121+96					
10" Conc. Pipe	to	12'	E	X		161' on R/W
	123+57					
10" Conc. Pipe	123+57	C/L Crossing		X	X	40' on R/W 2' on pvt
	123+57					
10' Conc. Pipe	to	34'	W		X	333' on pvt
	126+90					
	126+90					
10' Conc. Pipe	to	34' to 42'	W	X		48' Crossing of Brookside Drive
	127+37					
15" Valve	113+56	42'	E		X	
Siphon Box	121+90	32'	E		X	
Siphon Box	126+95	32'	E		X	

Farmers Irrigation District

Indian Creek Section

Hood River Highway

Hood River County

SHEET 3 OF 3 SHEETS

LIST OF CONFLICTS

Item	Station	Dist. from C/L Indicate Direction		R/W	Private	REMARKS
Siphon Box	129+99	17'	E	X		
Pump House	121+90	33'	E		X	
Pump only	121+99	19'	E	X		
Junction Box	123+57	8'	E	X		
Storage Tank	123+90	32'	E		X	
Junction Box	123+90	43'	W		X	
Junction Box	125+63	43'	W		X	

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JUN 30 1967
FOR
114-1109
7060

June 29, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 24 Commission meeting will be a construction agreement with Hood River County and the City of Hood River pertaining to the Indian Creek Section of the Hood River Highway.

This agreement provides for construction of the facility and connections to various streets and roads at grade intersections.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the facility and its connections within the right-of-way limits of the highway to be constructed as part of the project.

The project is proposed to be advertised for bid letting in the latter part of July, estimated cost is approximately $285,000, and the project length is approximately one-half mile.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

DNH:mm jw

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AUG 17 1967
FOR FILING

114-1109

7060

SP*23657-734

ON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1967

SUBJECT: Proposed Highway Safety Improvement Projects.

F. B. Klaboe
Assistant State Highway Engineer
O f f i c e

Transmitted herewith for your use in the safety improvement project programming are documentation data for the following projects:

N. E. 8th Avenue - N. E. 30th Avenue section, Northeast Portland Highway, Multnomah County.

Franklin Avenue - Greenwood Avenue (Bend) Section, Central Oregon Highway, Deschutes County.

Indian Creek Section, Hood River Highway, Hood River County.

Elk River Section, Oregon Coast Highway, Curry County.

The first two projects are justified on the basis of a high accident rate, and the last two on engineering judgement.

L. E. George
Assistant Traffic Engineer

RER:sp
cc: Val Johnson

Ref'd to Young for appropriate action
6-29-67

NOTED
F. B. KLABOE

INDIAN CREEK SECTION

SAFETY IMPROVEMENT PROJECT

Date June 21, 1967 Highway Hood River

Route No. _____ Highway No. 281 M.P. 0.71 to M.P. 1.24

Urban [x] Rural [ ]

Accidents from 1-1-64 to 12-31-66 Average Daily Traffic

1964	4,900
1965	5,400
1966	5,400

Total Accidents 24 Persons Injured 17 Persons Killed 0 Accident Rate 7.91 Accidents per MVM

Design Speed _____ No. Lanes _____ Parking _____ Type Terrain _____

Alignment: Horz. _____ Vert. _____ Shoulders _____

Type of improvement Removing deep sag vertical improving grade and widening roadbed.

Estimated cost of improvement: $ 285,000

PROGRAM

FAP ___ FASC ___

FAS ___ State X

FAU ___ Other _____ (State-City)

FAI ___

Remarks: _____

FORM E-128X 50M 7-66

RECEIVED
APR 5 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
114-1109
7160

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 4, 1967

Annala and Lockwood
Attorneys at Law
Hall Building
Hood River, Oregon 97031

ATTENTION: Mr. Gary E. Lockwood

NOTED
J. R. ABLE

Gentlemen:

This is to acknowledge receipt of your letter of March 28, 1967 concerning property owned by Mr. and Mrs. Roy Patton on Tucker Road at Hood River.

We are at present completing our design for a four-lane roadway on Tucker Road from Belmont Road to Brookside Drive. This is known as our "Indian Creek Section." Our proposed right of way across the front of the Patton property is 40 feet from the center of the existing road. This amounts to a taking of 10 feet across the front of their property. The right of way line has been established to save the trees in question. A 10-foot permanent easement will be required for the relocation of the existing irrigation pipe. As this irrigation pipe will be underground on the easement, it will not restrict their use of the ground. In the near future a representative of the Highway Department will contact the Pattons regarding the purchase of this right of way and essement.

We hope the above information will answer your questions.

Very truly yours,

DLT:fw
bc F. B. Klaboe
D. H. Moehring
E. S. Hunter
J. F. Putnam
R. P. Hamilton
F. W. Sugnet

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

RECEIVED
APR 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WAYNE G. ANNALA
GARY E. LOCKWOOD

ANNALA & LOCKWOOD
ATTORNEYS AT LAW
HALL BUILDING
HOOD RIVER, OREGON 97031

P. O. Box 325
TELEPHONE 386-1811

March 28, 1967

Oregon State Engineer
State Highway Maintenance Office
Salem, Oregon

Attention: Mr. Dale Allen

Dear Mr. Allen:

We have been requested by Mr. and Mrs. Roy Patton to write to you concerning their property on Tucker Road, Hood River County, Oregon. This property is just Southeast of the Armory, and is along that section of Tucker Road which is to be widened and altered in the very near future.

Contract Widening Job,

Mr. and Mrs. Patton are concerned that the change in the present road will have a drastic effect upon their property, and they are concerned that the trees that are now bordering their property, which would be located on the West side of Tucker Road and on the East boundary of the Patton property, will be removed.

If you have any information concerning the proposals along this particular section of highway, it would be appreciated if you could advise us as to the approximate location of the new road and what property will be affected thereby.

Thank you for your cooperation and assistance.

RECEIVED
APR 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

ANNALA & LOCKWOOD

Gary E. Lockwood

Gary E. Lockwood

GEL:alm

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Moralock
Trow
Scott
Wills
Litchfield
Olsen

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MAR 30 1967
CONSTR.
DIV.

MAINTENANCE ENGINEER
RECEIVED
MAR 29 1967
ME AME AME OE AG
DE ABS AA FILE TA

December 9, 1966

Board of County Commissioners
Hood River County
Hood River, Oregon

Gentlemen:

The State Highway Commission at its meeting on November 22, 1966, adopted a survey concerning improvement on the Indian Creek Section of the Hood River Highway.

You will recall that a public hearing on this project was held in Hood River on September 22, 1966, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 328" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

Att.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section INDIAN CREEK Highway MOOD RIVER (FAR 356) County MOOD RIVER Prefix 114-1469

Res. Engr. R. S. HAWKINS Approx. Length 0.49 Miles. Sta. 103+15± to Sta. 129+20± Date 12-7-66

Truck A.D.T. % Traffic Coefficient 8.0 18 kip s.a. per day 68.0.

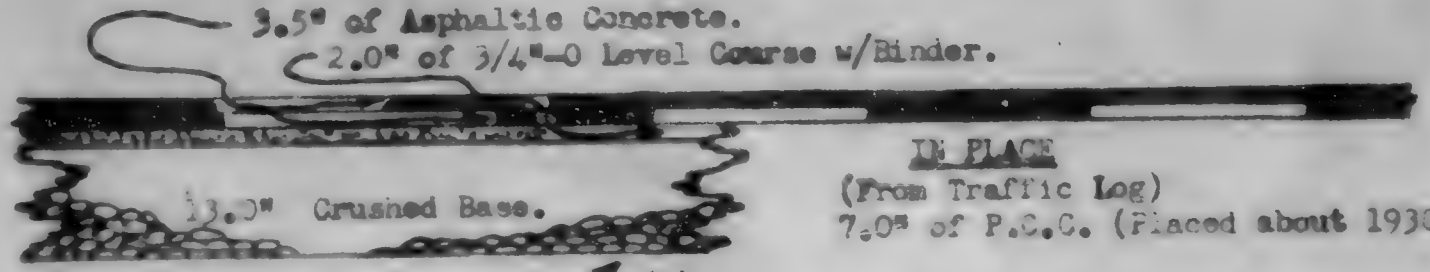
Annual Precipitation 26"± Frost Penetration 20"±.

(1)
Typical Soil
- 25 LL
- 0 PI
- 88 %P 10
- 53 %P200
- 12 %Gravel
- 16 % Sand
- 38 % Sand
- 31 %Silt
- 3 %Clay
- 22 "R" Value
- [redacted]

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



EXISTING ROADWAY
(Where utilized)
18'-20'

IN PLACE
(From Traffic Log)
7.0" of P.C.C. (Placed about 1930)

CBR Total Req.	Credit	Actual Thick.	Thick. Req.
	7.0	3.5	1.5
	2.0	2.0	
	13.0	13.0	
22.0	22.0	18.5	

Should substitutions be made use the "CBR Total Requirement" column to obtain the total required thickness and the table below for values:

1.0" Asphaltic Concrete
1.0" Plant Mix Bituminous Base
1.0" of Stone Subbase
(Per Standard Specifications)
(and Supplementals.

NOTED
F. P. KLABOE

Submitted by E. J. Engr
for Staff Assistant

Recommended by
Acting Engineer of Materials

Recommended by
Construction Engineer

Approved by
Asst. State Highway Engineer

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

RECEIVED
DEC 19 1966

114-1469
7060

12-7-66

SECTION: Indian Creek Section

HIGHWAY: Hood River #281

COUNTY: Hood River

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 5500 (Total)

B. 1985 Future ADT 9900 (Total)

C. Mean ADT 7700 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 2.5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 1.25 x (C) 7700 = 96.25

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 96 x (H) 100 % = 96

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.0

SECTION: Indian Creek

HIGHWAY: Hood River (FAR 356)

COUNTY: Hood River

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C., A.C., and Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a "State Construction" project. The present roadway (P.C.C.) will generally be utilized with the addition of an overlay, and A.C. is more desirable for this type construction.

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NOV 3 - 1966
FOR FILING
114-1109
7060

November 3, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Indian Creek Section of the Hood River Highway in Hood River County has been completed. A public hearing was held September 22, 1966. The length of the project is 0.52 mile and a map is attached for your information.

The estimated cost of the construction on this section is $285,000 and the estimated cost of right-of-way is $100,000, for a total estimated cost of $385,000.

I recommend your approval of the survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available.

This matter will be on the agenda for the November 22 meeting.

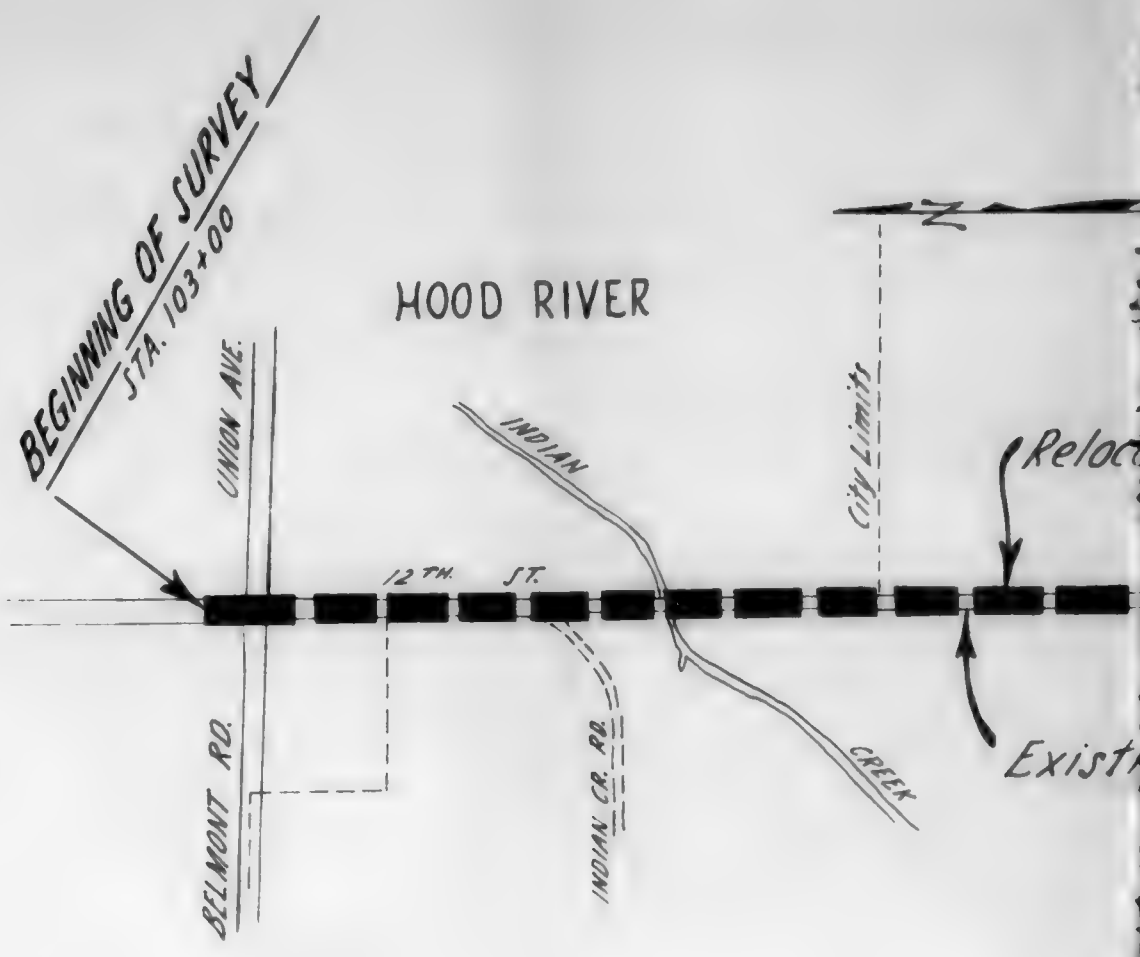
Very truly yours,

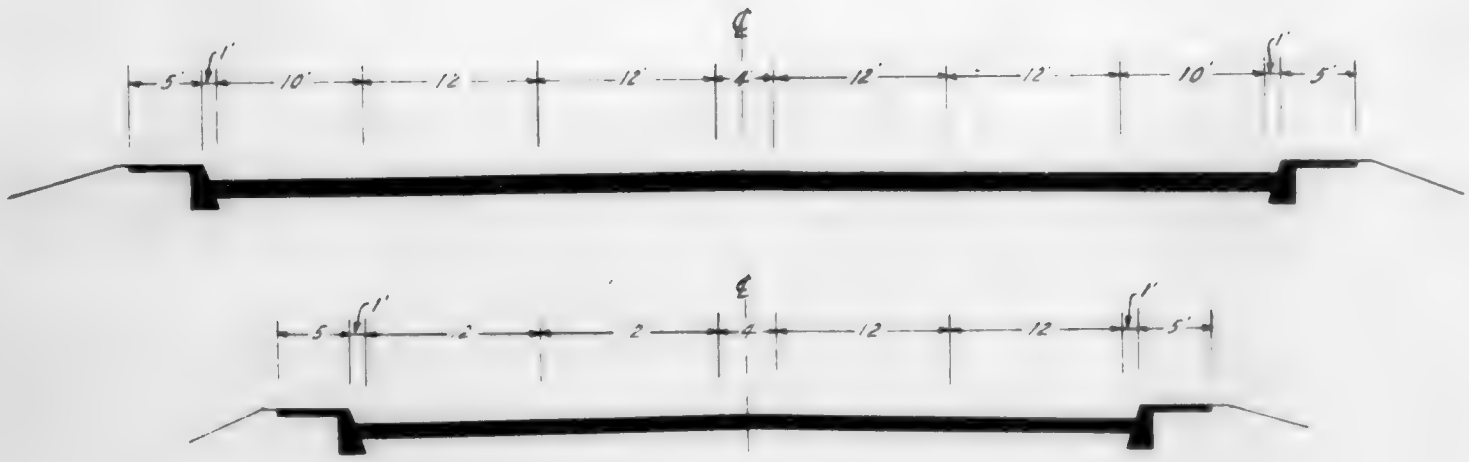
Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
J. F. Putnam

BG:jr bg





TYPICAL SECTIONS

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
BUREAU
THROUGHWAY RES
ACCESS CONTROL

APPROVED:

0.53 m.i.

DRG. NO.

PUBLIC HEARING 9-22-66

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION None Required

BUREAU OF PUBLIC ROADS None Required

THROUGHWAY RESOLUTION ADOPTED None Required

ACCESS CONTROL Limited

APPROVED: NOV 2 - 1966

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

INDIAN CREEK SECTION

HOOD RIVER HIGHWAY

HOOD RIVER COUNTY

DRG.NO. 1R-4-250

SCALE: 1" = 350' ±

DATE: Oct., 1966

FOR DETAILS SEE DRG. NO.

FORM E-123

RECEIVED
AUG 31 1966
HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. FRIDLEY
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

R. L. Porter

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 29, 1966

CERTIFIED MAIL

NOTED
R. L. PORTER

114-1109

7010

Board of County Commissioners
Hood River County Courthouse
Hood River, Oregon

Attention: Mr. A. E. Almcrants, County Executive

Gentlemen:

The Oregon State Highway Commission has proposed plans for right-of-way acquisition in preparation for future construction on the Indian Creek Section of the Hood River Highway No. 281 lying partially within the City of Hood River, Oregon. The proposed project basically consists of widening and reconstructing existing highway to a four-lane facility with curbs. The vertical curve will be alleviated in the vicinity of Indian Creek. The project will be approximately one-half mile in length and extend from the Belmont Road-Union Street intersection to just southerly of the Brookside Drive-Eliot Road intersection. The route of the proposed project is approximately as shown shaded on the attached map.

This is to advise you that an informal informational hearing will be held in the Circuit Court Room of the Hood River County Courthouse on Wednesday, September 21, 1966, from 7 P.M. to 10 P.M. and also on Thursday, September 22, 1966, from 9 A.M. to 12 noon with State Highway Department engineering and right-of-way personnel present to discuss engineering and right-of-way problems with persons who may be affected by the project; and, pursuant to state statutes and federal regulations, a formal hearing will be held in the Circuit Court Room of the Hood River County Courthouse on Thursday, September 22, 1966, starting promptly at 2 P.M. Pacific Daylight Time.

In order that all interested persons may be informed of the proposed project, the Highway Commission will have a public notice published in the Hood River "NEWS", The Dalles "CHRONICLE", and The Dalles "OPTIMIST" newspapers on Thursday, September 8, 1966, and on Thursday, September 15, 1966.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:nr
Att. Map

cc: Please see second sheet

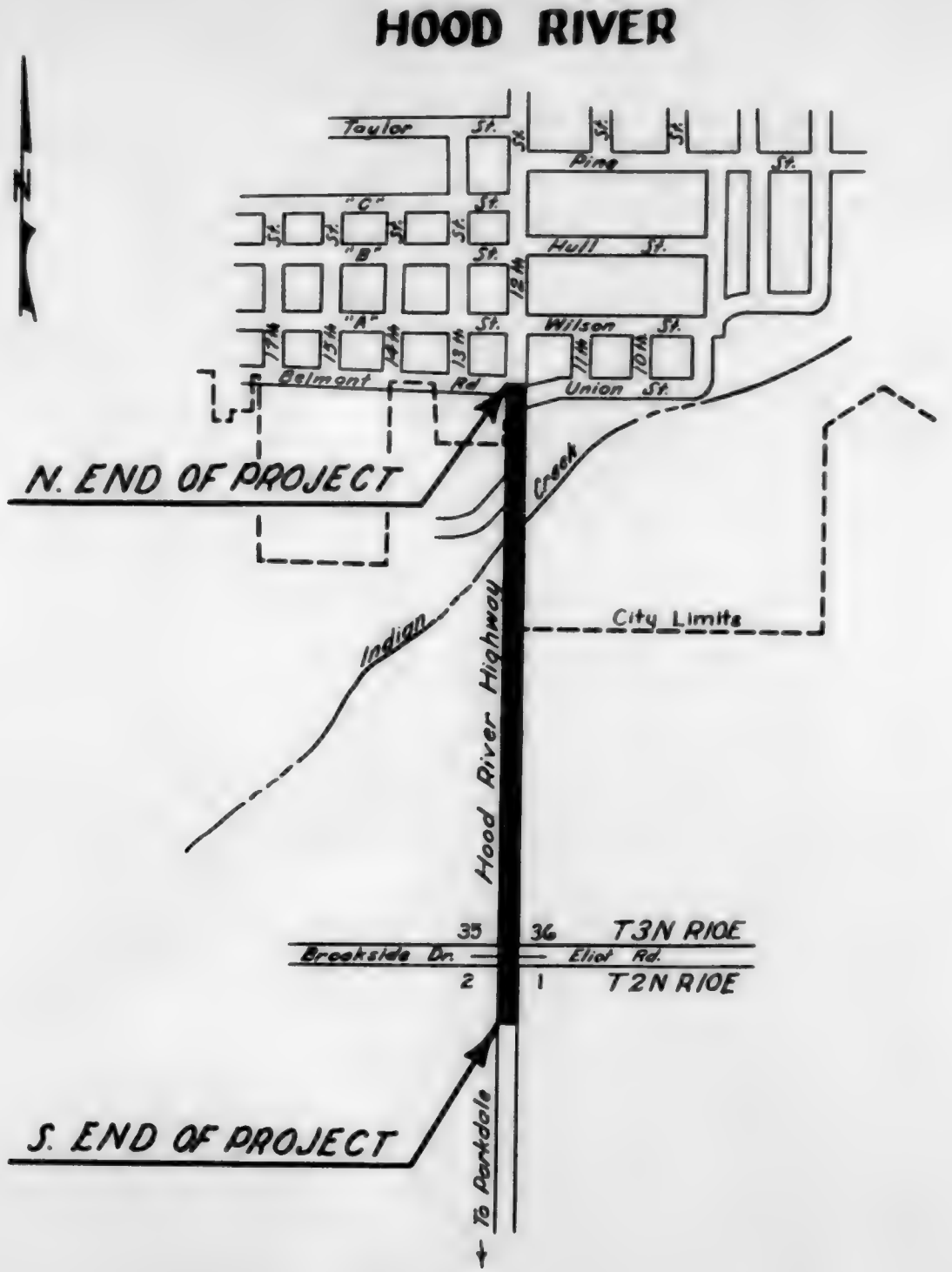
cc: Highway Commission, 3
Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. P. Shaw
G. E. Rohde, 2
Frank Morgan
J. F. Putnam
D. H. Moehring, 2
H. S. Cox, 2
R. N. Chase
Adrian Olson
Don Trout
Ted Litchfield
Ben Gifford
John Earley
L. H. Young
U. S. Bureau of Public Roads, Salem
Robert W. Schoning, State Fisheries Director, Portland
P. W. Schneider, State Game Director, Portland
Northwest Natural Gas Company, Portland
Hood River City Council, Attention Mr. B. A. Erickson, City Administrator
Honorable P. F. Bucklin, Chairmen Board of Commissioners, Courthouse,
Hood River, Oregon
James L. Payne, Council of Architects, Salem
United Telephone Company of the Northwest, Hood River
Pacific Power and Light Company, Portland
City of Hood River Water Board, Hood River
Diamond Fruit Growers Irrigation Company, Hood River

Preliminary Hearing Map

INDIAN CREEK SECTION

HOOD RIVER HIGHWAY

HOOD RIVER COUNTY



RECEIVED
AUG 15 1966
FOR FILING
114-1109
7060

August 15, 1966

The Honorable F. F. Ruckle
Chairman, Board of Commissioners
Hood River County
County Courthouse
Hood River, Oregon

Dear Mr. Ruckle:

We have completed our survey for the Indian Creek Section of the Hood River Secondary Highway.

As stated in my letter of March 28, the project will cost a great deal of money. Funds for this project are not available at the present time; however, as it is badly needed, we will proceed with right-of-way acquisition with the hope that it can be fitted into the construction program from future funds.

Thank you for bring this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Kinboe
Victor D. Wolfe
F. D. Morgan
David H. Moehring
H. S. Cox
J. F. Putnam

FBK:srb fn

Estimate: Indian Creek - Mt. Hood Highway

First Unit, without shoulders	$200,000
Balance, with 10-foot shoulders, an additional	106,000

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

114-1109

7060

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 6, 1966

Routing: Morgan, Docker, Bond, Darboe, Walker, Glenn, Swan

RECEIVED
MAY 9 1966
CONSTRUCTION DIVISION

Routing: Peace, Morelock, Trout, Scott, Wills, Litchfield, Olson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of April 18, which enclosed the prospectuses for the following projects:

Rainier-Little Jack Falls Section, Lower Columbia River Highway, Columbia County.

Indian Creek Section, Hood River Highway, Hood River County.

There will be no conflict with wildlife resources as a result of either of these projects and they are approved.

We appreciate the opportunity to review these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-9-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
J. F. Putnam (2)

fp

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APR 26 1966
FOR FILING
114-1109
7660

7866

Prefix No. 114-1469

LOCATION PROSPECTUS
INDIAN CREEK SECTION
HOOD RIVER HIGHWAY
HOOD RIVER COUNTY

HIGHWAY: Hood River, State Secondary No. 281, Federal-aid Secondary No. 356.

TERMINI: The northerly end is at Belmond Street, M.P. 0.71, which point is at the south city limits of the city of Hood River. The southerly end is at Brookside Drive, M.P. 1.17, which point is approximately 0.4 mile south of the city limits of the city of Hood River.

LENGTH: Overall length is 0.46 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance will not be necessary. Soils investigations will be conducted. Drainage studies will be made and any problems resolved. An economic analysis is not necessary.

CHARACTERISTICS: Existing ADT 5,000; projected ADT 9,000.

STANDARDS: Class "A(4)" with maximum curvature of 3 degrees and maximum grade of 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Four 12-foot travel lanes with 4-foot median, with 2-foot shy distance and two 5-foot pathways.

ACCESS: Direct to pavement. Limited as to location, width and unrestricted as to land use.

BASE: The tentative base design for construction is:

A.C. Wearing Surface	3-1/2"	
Top Course Base	2	" Leveling
Bottom Course Base	15	" Crushed Base
Total Depth	20-1/2"	

MATERIALS: Investigations for suitable material will be made during the survey and referenced to the project.

AGREEMENTS: None required.

NOTED
FORREST COOPER

UTILITIES: Routine utility adjustments will be necessary.

ADDITIONAL FACILITIES: No railroads or major stream crossings.

PARKS: None.

April 18, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COLUMBIA RIVER

← PORTLAND I-80-N

CITY OF THE DALLES →

CITY OF HOOD RIVER

ORE. 35

CITY LIMITS

HIGHWAY

CITY LIMITS

BELMONT ROAD

CREEK

Begin Project
M.P. 0.71

HOOD RIVER

N

RIVER

End Project
M.P. 1.17

INDIAN

BROOKSIDE DRIVE

ELIOT ROAD

HOOD

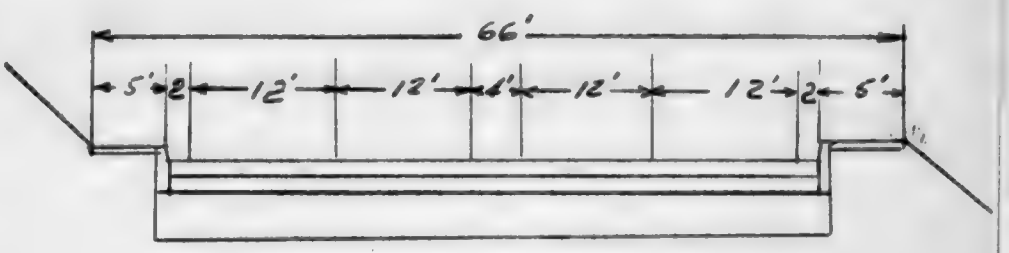
281

HOOD ORE

Parkdale

0 .1 .2 .3 .4 .5 MILE
SCALE

PROSPECTUS MAP
INDIAN CREEK SECT.
HOOD RIVER HIGHWAY
HOOD RIVER COUNTY
1966



TYPICAL SECT.

RECEIVED
MAR 2 9 1966
FOR FILING
114-1109
7060

March 28, 1966

SL2

The Honorable P. P. Bucklin
Chairman, Board of Commissioners
Hood River County
County Courthouse
Hood River, Oregon

Dear Mr. Bucklin:

Reference is made to your March 3 letter asking the Highway Commission to make certain improvements on the Hood River Secondary Highway at Indian Creek.

The section to which you refer is not everything to be desired as pointed out in your letter. While the section is quite short, it appears that it will cost considerable money due to the necessity of lengthening the existing box culvert and making rather substantial changes and improvements in a somewhat complicated drainage pattern in the area. Also, due to the height of the fill, fairly substantial quantities of material would be involved in the widening. Right-of-way would also have to be obtained.

In order to get a plan and cost estimate, I am asking our people to make a survey to see what can be accomplished. After I have the necessary information, we will communicate with you re this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe - BU
F. D. Morgan
H. S. Cox
J. F. Putnam

FBK:srb/RLP:ms/FC:fn bg

2022

A. E. ALMGRANTS
COUNTY EXECUTIVE

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

HOOD RIVER, OREGON

March 3, 1966

REFERRED TO
KLAPOE
BY DEPUTY STATE HIGHWAY ENGR.
DRAFT P.E.B.C.

Mr. Forest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Board of Commissioners have been approached by individuals and organizations relative to the critical situation that exists at Tucker Road at Indian Creek near the Hood River City limits. The grade of this section of the secondary highway and the limited width makes it extremely hazardous for bicycles and pedestrians. This is in a rapidly growing area with many new business operations and the situation will become more acute with time.

The Board of Commissioners would appreciate your consideration and approval of a project to improve this section of highway.

Most sincerely,

P. F. Bucklin
Chairman, Hood River County Board of Commissioners

PFB/dl

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wirth
Litchfield
Olson

RECEIVED
MAR 9 1966
CONSTRUCTION
DIVISION

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1966
OREGON
STATE HIGHWAY COMMISSION

Hood River Highway

450' North to 350' South of Indian Creek
Hood River

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate
1963	1	2	0	6.71
1964	2	1	0	3.26
1965	0	0	0	0.00

Add to Curb file
Indian
Mt Hood

RECEIVED
MAR 3 - 1966
FOR FILING

F. B. Klaboe

FORM E-30X—50M—12-63 84677

114-1109

7060

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

February 25, 1966

SUBJECT: Indian Creek Fill
Hood River Secondary

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

NOTED
E.B. KLABOE

Herewith copies of letters from A. E. Almcrants, Hood River County Executive, and R. P. Hamilton concerning a request by the County for improvement of the Hood River Secondary Highway at Indian Creek M.P. 0.85. The existing high dips downward in a short vertical crossing Indian Creek with about a 15-foot fill. The top width between curbs is slightly over 20 feet with 3-foot foot paths on each side.

To correct this situation would require raising the grade approximately 10 feet and widen to a city street section. There is an 8 x 6 box culvert which adequately handles Indian Creek which would have to be extended a minimum of 60 feet, and approximately one quarter of a mile would require resurfacing. A very rough estimate of cost for this work is $150,000.

Can you please advise of the possibility of making this correction so Mr. Almcrantz can be advised.

J. F. Putnam
Division Engineer

JFP/ft
Enclosures
cc: R. P. Hamilton

RECEIVED
MAR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
RECEIVED

A. E. ALMGRANTE
County Executive

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, Chairman
JAN Y. KURAHARA, Vice Chairman
FRANK KYPCZYNSKI
JERRY ROUTSEN
CLARENCE H. AMETH

HOOD RIVER, OREGON

February 7, 1966

Mr. R. D. Hamilton
Oregon State Highway Department
Salem, Oregon 97310

Re: Tucker Road -- Indian Creek

Dear Mr. Hamilton:

The Board of Commissioners in a recent tour of the County expressed the need for improvement of Tucker Road where it crosses Indian Creek between Belmont and Elliott Roads. This area is critical as it involves a very substantial change in grade, is the connecting link between shopping facilities which will carry increased traffic with the new shopping center and other new stores, and which even currently presents a very serious hazard to pedestrians and bicycle riders. It is our understanding that certain funds are available for improvements to Tucker Road. However, even if this information is incorrect, we would seriously urge that this area be placed on a high priority.

The Highway Department has been most cooperative and consideration to such a project would be appreciated by merchants, shoppers, and pedestrians, as well as the motoring public in general.

Sincerely,

A. E. Almgrante
County Executive

AEA/dl

CC/ Chuck Filbin
Bruce Erickson

CJI-5-1(2) Barnett Rd.-Bear Crk. Sec. 1967
of Pac. Hwy., near Med.
#7061 (Rdside Imp.)

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
5-5		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10		Jackson
Modification number	(PPM 21-7) 4-29-69	Project number
1		CJI-5-1(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 24, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,875	$ 22,067.58
Federal funds	$ 16,406.00	$ 16,550.69
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W K Lowe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L C Rockland
(Division Engineer)
for R. E. Simpson

US COMM-DC 26364-P65

approx 657 'C

F[illegible]pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-34		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	(PPM 21-7) 8-24-67	Jackson
		PROJECT NO. CJI-5-1(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Barnett Rd.-Bear Creek Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-29-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,875	$ 16,406.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Loberg

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 24, 1967

Oregon State Highway Department

Federal Aid
Project No. CJI-5-1(2)

BARNETT RD.-BEAR CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, August 17, 1967

Type Code 7023
Landscape Screening (M.P. 291.5)(Contract No. 7061)

Furnishing and Placing Topsoil	1,400 cu.yd.	$ 2.85	$ 3,990.00
Furnishing and Planting Trees	160 only	12.35	1,976.00
Furnishing and Planting Shrubs	1,270 only	4.45	5,651.50
Furnishing and Planting Vines	2,850 only	0.47	1,339.50
Inorganic Fertilizer, 10-16-8	10 cwt.	8.00	80.00
Organic Fertilizer, 5-3-2	4 cwt.	13.00	52.00
Manure Fertilizer	30 cu.yd.	12.00	360.00
Mulch	60 unit	24.00	1,440.00
1-inch Water Pipe	90 lin.ft.	0.42	37.80
1½-inch Water Pipe	90 lin.ft.	0.51	45.90
1½-inch Water Pipe	90 lin.ft.	0.63	56.70
2-inch Water Pipe	230 lin.ft.	0.87	200.10
2½-inch Water Pipe	1,600 lin.ft.	1.65	2,640.00
3-inch Water Pipe	400 lin.ft.	2.52	1,008.00
3-inch Steel Water Pipe	42 lin.ft.	8.00	336.00
3-inch Gate Valves	1 only	69.35	69.35
3/4-inch Quick Coupling Hose Valves	33 only	7.70	254.10
½-inch Manual Drain Valves	4 only	12.50	50.00
			$19,586.95
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
Water	All Required		250.00
			$ 300.00
	Subtotal		$19,886.95
	10% Engr. & Cont.		1,988.05
	Total		$21,875.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Appn. Code 657 Federal Funds

Oregon State Highway Department

Federal-Aid
Project No. CJI-5-1(2)

BARNETT RD.-BEAR CREEK SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

P.S. and E. Estimate.

Salem, Oregon, June 22, 1967

Type Code Y023
Landscape Screening (MP 291.5)

Furnishing and Placing Topsoil	1,400 cu.yd.	$ 5.00	$ 7,000.00
Furnishing and Planting Trees	160 only	20.00	3,200.00
Furnishing and Planting Shrubs	1,270 only	4.50	5,715.00
Furnishing and Planting Vines	2,850 only	0.65	1,852.50
Inorganic Fertilizer, 10-16-8	10 cwt.	10.00	100.00
Organic Fertilizer, 5-3-2	4 cwt.	10.00	40.00
Manure Fertilizer	30 cu.yd.	12.00	360.00
Mulch	60 unit	25.00	1,500.00
1-inch Water Pipe	90 lin.ft.	0.80	72.00
1¼-inch Water Pipe	90 lin.ft.	0.90	81.00
1½-inch Water Pipe	90 lin.ft.	1.00	90.00
2-inch Water Pipe	230 lin.ft.	1.10	253.00
2½-inch Water Pipe	1,600 lin.ft.	2.00	3,200.00
3-inch Water Pipe	400 lin.ft.	2.50	1,000.00
3-inch Steel Water Pipe	42 lin.ft.	7.00	294.00
3-inch Gate Valves	1 only	125.00	125.00
3/4-inch Quick-Coupling Hose Valves	33 only	8.00	264.00
1-inch Manual Drain Valves	4 only	10.00	40.00
			$25,186.50
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
Water	All Required		250.00
			$ 300.00
	Subtotal		$25,486.50
	10% Engr. & Cont.		2,548.50
	Total		$28,035.00

Length of Project - - - 0.00 Mile

Federal Funds -	$21,026.00
State Funds -	7,009.00
Total	$28,035.00

RECEIVED
JAN 30 1969

CJI-5-1(2)
7061

January 30, 1969

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7061 awarded to Art Van Leeuwen for screen planting on the Barnett Road-Bear Creek Section of the Pacific Highway in Jackson County was completed on December 31, 1967, and accepted by the Highway Commission on January 29, 1969.

Final payment in the amount of $979.35 will be released to the contractor after February 6, 1969. The total contract amount is $19,732.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cherry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Lou Ormsston
18 North Front Street
Medford, Oregon 97501

Mr. Art Van Leeuwen
3536 Oak Pine Way
Central Point, Oregon 97501

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
JAN 29 1969
FOR:
CJI-5-1(2)
7061

January 29, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed December 31, 1967, on Contract No. 7061. The contract was with Art Van Leeuwen and was for screen planting on the Barnett Road-Bear Creek Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 29, 1969, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
D. J. Barbee
L. H. Young
C. T. Keasey

RECEIVED
JAN 9 1969

OREGON STATE HIGHWAY DEPARTMENT

CJI-5-1(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7061
Prefix 615-0703
FAP CJI-5-1 (2)

Dear Sir:

The replacement planting work under Contract No. 7061, Barnett Road-Bear Creek Section of the Pacific Highway in Jackson County, was completed December 28, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 1-16-69

Conditions noted on above date:

This project has been inspected and found to be complete in accordance with the contract including authorized changes. Acceptance is recommended.

R. E. Simpson
Division Engineer

VG:ss

to: Forrest Cooper
F. D. Morgan

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CJI-5-1(2)
7061

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Barnett Rd. - Bear Cr.		WEEK ENDING: February 17, 1968
		SECTION PREFIX: 615-0703
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Barnett Road - Bear Creek	KIND OF WORK: Screen Planting	
CONTRACTOR: Art Van Leeuwen	CONTRACT NUMBER: 7061	FEDERAL AID PROJECT NUMBER: CJI-5-1(2)
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 30, 1967	COMPLETION DATE: December 31, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 22,372.81	SPECIFIED COMPLETION DATE: December 31, 1967	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 20,781.86	ENGINEERING AUTHORIZATION $ 1,590.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,552.25	ENGINEERING COST TO DATE $ 1,426.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 6 %	PERCENT OF AUTHORIZATION . . . . . 90 %	DATE PROJECT WAS COMPLETED: December 31, 1967

Semi-final estimate will be submitted 2/19/68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Screen Planting				

	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.58			
MILES PARTIALLY COMPLETED				
MILES COMPLETED	0.58			
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY	Cloudy			

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Project completed on December 31, 1967.

Semi-final estimate will be submitted approximately 2/19/68.

This will be the last weekly report.

SIGNED B. E. Brown LOCATION Medford

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7061

FORM E-1235 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Haber
Holly

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Court and Summer Sts., N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

.cmc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weeds, seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

7061

FORM E-30X 50M 8-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF:

Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993:	CJF-24(1)
Azalea - Glendale Jct.	7023:	I-5-2(53)82
South Umpqua Safety Rest Area	7058:	I-5-2(55)112
Starvation Creek Safety Rest Area	7059:	I-SON-2(38)53
Barnett Rd. - Bear Creek	7061:	CJI-5-1(2)
Harrisburg - Eugene	7005:	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038:	LSF-1(1)
Independence Jct. - West Salem	7040:	LSF-47(3)
West Salem	7039:	LSF-47(2)
Stanfield Safety Rest Area	7012:	I-SON-8(25)184
The Dalles Br.	7070:	I-SON-3(51)84
Staleys Jct.-Tillamook-Washburn	7048:	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O A White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: H. Astrup
L. Shaw

RECEIVED
AUG 17 1967

UNITED STATES GOVERNMENT

Memorandum

CJI-5-1(2)
7061

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project CJI-5-1(2)
Barnett Road - Bear Creek Section
Screen Planting

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of Contract No. 7061 to Art Van Leeuwen of Central Point, low bidder in the amount of $19,586.95 at the July 27, 1967 bid opening.

8-17-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
AUG 17 1967
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 9 1967
FOR FILING

CJI-5-1(2)
1761

August 8, 1967

Mr. Art Van Leeuwen
3536 Oak Pine Way
Central Point, Oregon 97501

Dear Mr. Van Leeuwen:

Enclosed are three copies of Contract No. 7061 for $19,306.95 awarded to you by the State Highway Commission on August 7, 1967. This contract is for screen planting on the Barnett Rd.-Bear Creek Section of the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Bill Brown
Mark Astrup

RECEIVED
JUL 18 1967

Fred W. Hill, Member
Helix

CJI-5-1(2)
7061

July 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Ophir Safety Rest Area
Project No. LSF-2(6)
Barnett Road-Bear Creek
Project No. CJI-5-1(2)

Dear Sir:

The above-mentioned projects were advertised for bids to be received July 27, 1967, without clearance from the Fish and Game Commissions.

We now certify we have this clearance in compliance with IM 21-5-63 from the Fish and Game Commissions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:vr

RECEIVED
JUL 6 - 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 29, 1967

In reply refer to: 08-35.EC/710.18

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Beautification (Junkyard) Program

Mr. Young's June 22, 1967 letter requested the inclusion of one item in the subject program. This Stage 2 Construction Phase Junkyard Screening project is approved effective today:

Item	Project	Location	Work
21	CJI-5-1(2)	Barnett Road-Bear Creek	Screen (Junkyard)

Construction authorization is concurrently being granted by separate correspondence.

This action provides for junkyard screening for a total estimated cost of $28,035.00, of which $21,026.00 is reserved as Federal-aid Beautification (Code 657) funds.

7-5-67
Young

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1967

FOR FILING
CJI-5-1(2)
706

FORM PR-101 (11-65) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

DATE: June 29, 1967

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project CJI-5-1(2)
Barnett Road - Bear Creek Section
Screen Planting

P. S. & E. documents for the subject project are hereby conditionally approved simultaneously with the program approval by separate memorandum, with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The funds as approved and shown on the estimate are obligated from Fiscal Year 1967 appropriations, and should overruns occur they may be covered by funds released as the results of other 1967 Fiscal Year project underruns. It is understood that other shortages may have to be covered by State funds.

Our authorization is with the understanding that all necessary right of way has been acquired for contractor's use with relocation advisory assistance unnecessary and access rights previously acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's June 22 and June 28, 1967 reports.

You are authorized to proceed with the contractor's flagging included in the estimate for $50.00; authorization is also granted for necessary water during construction, estimated at $250.00.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Division I - General Requirements	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

7-10-67
REFERRED TO
Young - Astrup
ASST. STATE HWY. ENGR

NOTED
F. B. KLAGGE

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

As stated in Mr. Young's June 29, 1967 letter, specifying one material or product is limited to those items previously accepted, but information on special measures by State conservation agencies has not been received, nor has nonconcurrence by other appropriate public recreational or historical resources authorities. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Enclosure
Title Sheet

RECEIVED
JUL 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	I-5 Medford				ADT	PRESENT	8,700	FUTURE (66)–(70)	19,700	YEAR (71)	87
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 25–62	Landscape Screening (Junkyard)	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SLPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)		PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Junkyard Control									COUNTY NAME		Jack		
	NAME OF URBAN AREA 17-31										ROUTE NO.	I	FEDERAL-AID	I-5	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(7
5					PE		I--5 Medford (Barnett Rd. -Bear Cr. Section)			
5					ROW					
5					CONST (CODE) Y023			0.58	28,035	21,026
								0.58	28,035	21,026

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)–(3

For F

1961

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	8,700	19,700 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	657 (4)(9)	21 (14)(18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
					CJI-	5-1(2)			

COUNTY NAME: Jackson — CODE: 029 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36)(37) — U.S.: I-5 (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Junkyard screening which ~~includes~~: top-soil, planting trees, shrubs and vines and irrigation system.
0.58	28,035	21,026	7,009		
0.58	28,035 (16)(23)	21,026 (24)(33)	7,009		

REMARKS

Additional Data: Item 7, Project CJI-5-1(1)

For PR-37B: on R/W-1; Zone-N; R/W-F.

USCOMM DUSCOMM-DC 48905-P61

Remarks - Continued:

The junkyard is listed in the "Junkyard Inventory Records" of April 1966. The proposed project is for screening from view of the highway a junkyard at State Highway Milepoint 291.5 on the southerly side approximately 3,000 lin. ft. of planting and including an irrigation system.

S-239(10)	Brownsboro-Hanley Ranch Sec.of the Lake of the	1967
#7062	Woods Hwy,(Grad.,Pav.)	[redacted]

HAR 464

RECEIVED
FEB 12 1971
FOR FILING
5-239(1)
7062

February 12, 1971

Thwing, Atherly & Butler
Attorneys at Law
Post Office Box 1726
Eugene, Oregon 97401

Attention: Mr. John C. Sihler

Gentlemen:

This is in response to your February 10 request concerning the controversy between Reliance Insurance Company and Page Paving Company in connection with the Brownsboro-Hanley Ranch project on the Lake of the Woods Highway in Jackson County.

This agency offers no objection to Mr. B. E. Brown, Resident Engineer, conferring with you, and we will so advise him by a copy of this letter.

We appreciate your bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Mr. B. E. Brown
Resident Engineer
Oregon State Highway Division
Medford, Oregon

bc Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. I. Lindas
C. T. Keasey

THWING, ATHERLY & BUTLER
ATTORNEYS AT LAW
EXCHANGE BUILDING
1555 OAK STREET
EUGENE, OREGON 97401

SIDNEY E. THWING
DARST B. ATHERLY
RICHARD W. BUTLER
JOHN C. SIHLER
ROBERT G. DICKINSON
RANDALL E. THWING

MAILING ADDRESS
P. O. BOX 1726

TELEPHONE
503/342-2465

February 10, 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Brownsboro-Hanley Ranch
Lake of the Woods Highway Contract No. 7062
Jackson County

Dear Mr. Porter:

This office represents Reliance Insurance Company in a lawsuit brought against it by Page Paving Company. Page Paving Company was a sub-contractor for the above captioned contract. The general contractor was S. A. Hutchins & Associates Construction Co. Pursuant to ORS Chapter 279, Reliance Insurance Company issued a payment and performance bond naming Hutchins as principal. Page's action against Reliance is on this bond.

The Highway Department is not a party to this action nor will it become one.

The state resident engineer on this project was B. E. Brown of your Medford office. We need to talk to Mr. Brown informally regarding some aspects of this project in order to fill in necessary background information. We do not want to obtain a statement from him nor to obtain copies of any of his records, only to talk to him informally.

I have called Mr. Brown regarding this, and he said that he would be happy to talk to us, though he thought we probably should make a written request to you authorizing him to do so.

This lawsuit involves a dispute between the sub-contractor, Page, and the general contractor, Hutchins, regarding extra expense incurred by Page in its performance of its work due to the alleged delay caused by Hutchins. Page claims that Hutchins owes it for the extra expense, but Hutchins has not

NOTED
R. L. PORTER

paid, and that therefore Hutchins' bonding company, Reliance, must pay in Hutchins' stead.

We do not want to involve Mr. Brown in whether Page or Hutchins is right. However, from what we have learned so far, there is considerable conflict between Page and Hutchins as to each others work, the scheduling of the work by Hutchins, alleged delays on the part of each other. Mr. Brown is familiar with many of these issues and with the specific problems involved in this project. We need to talk to him because he can give us an impartial view of some of the specific construction problems and procedures that were involved in this job. He can help us judge the accuracy of some of the information we have been supplied by the "partial" parties. He can undoubtedly help us evaluate the significance of some of these disputed facts and arguments. Therefore we would appreciate it very much if you would advise us and Mr. Brown that he is free to talk to us. If you have any questions, please call the undersigned collect.

Thank you for your attention to this matter.

Very truly yours,

THWING, ATHERLY & BUTLER

John C. Sihler

JCS:gw

cc: Mr. B. E. Brown
State Highway Department
Medford, Oregon

RECEIVED
FEB 1 E 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1970

STATE COPY

FILING

cc:OSHD (A.E. Johnson)
Region
Wash DC

1

7.62

FORM PR-30C (REV. 7-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

JS

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 8
SIGNATURE: T. D. Hallmark	COUNTY: Jackson
TITLE: Construction Engineer	PROJECT NO.: S-239(10)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. V. Riedl, Area Engineer	DATE OF INSPECTION: 2-20-70
IN COMPANY WITH: John Turner, Asst Div Engr	
CONTRACTOR'S NAME: S. A. Hutchins and Associates P.O. Box 190, Sutherlin OR 97479	CONTRACT AMOUNT: $ 1,619,481.90

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construct 7.87 miles of highway roadbed, plant mix stone base, stone leveling course plant-mix bituminous base and asphalt concrete pavement. Construct five prestressed slab span bridges

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	NET LENGTH (Miles)
6201	7.764	Ave. 50'	5 Structures I080	0.065

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

NOTED
A. E. JOHNSON

cpl

BROWNSBORO-HANLEY RANCH
LAKE OF THE WOODS
Grading, Paving, and Structures

The west end of the project is at Sta 509+50, which station is located in the Community of Brownsboro, approximately 4.7 miles east of the City of Eagle Point. The east end of the project is at Sta 926+30.53, which station is located 5.5 miles west of the Rogue River National Forest Boundary. The overall length of the project is 7.93 miles.

The contract was awarded to S. A. Hutchins and Associates Construction Company, P.O. Box 190, Sutherlin, Oregon, 97479, for a contract amount of $1,777,891.84 on August 25, 1967. The contract was scheduled to

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: P. V. Riedl		SIGNATURE: Original Signed by R. E. Simpson R. E. Simpson	
TITLE: Area Engineer	DATE: 9-15-70	TITLE: Division Engineer	DATE: 9-15-70

NOTED FOR FILE TOM EDWARDS

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

to be completed within 320 calendar workdays. Work started on August 14, 1967, and completed August 6, 1969. The contract time overran 162 workdays, however, the contractor appealed this time charged and following an analysis of the project the State granted an additional 78 days. Thus the contractor was assessed 84 days of liquidated damages at $200 per day for a total of $16,800.

The final contract amount was $1,739,731.34 which is a 2.1% underrun of the contract.

Item No. 4, Overhaul, underran 54 % due to the change in the anticipated swell factor as set up under the Design Section.

The State's material certificate dated February 17, 1970, is attached to the Division office copy of this report.

Dimensional measurements were made showing that the project work is in reasonable conformity with the plans.

The project is recommended for acceptance.

*Mr. S. A. Hutchins was disbarred on May 8, 1968 from bidding any work in which any Federal funds were involved. The total length of time for disbarment was for three years. Release date will be May 7, 1971.

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PAGE PAVING COMPANY

Files

RECEIVED
JUN 8 1970
OREGON
STATE HIGHWAY COMMISSION

GENERAL HIGHWAY CONSTRUCTION . . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE SEC.-TREAS.

EQUAL OPPORTUNITY EMPLOYER

TELEPHONE 585-2686

FOR FILING

S-227(13)
7062

June 1, 1970

Secretary of State
State of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please refer to our claim of May 13, 1970, concerning the Brownsboro-Hanley Ranch Section, OSHD Contract No. 7062. Please be advised that this claim is between the first of May , 1968, and the 30th of November, 1969.

This letter will remove any doubt as to the time in question.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page
President

EBP:jm

NOTED
FLOYD QUERY

RECEIVED
JUN 2 - 1970
OREGON
STATE HIGHWAY COMMISSION

Same Dates outlined in Pages
Claim letter which was sent to
Sec. of State, 5/27/70, File #4517
C.H.

RECEIVED
JUN 1 - 1970

Claim #17

FILED
MAY 27 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7062

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 25, 1970

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

This is to acknowledge receipt of your letter of May 13, 1970, notifying us that S. A. Hutchins & Assoc. Constr. Co. owes you for work and labor performed and materials furnished in the amount of $55,753.61.

This appears to be in reference to S. A. Hutchins & Assoc. Constr. Co. Contract No. 7062 for grading, paving and structures on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County.

The Reliance Insurance Company through Jewett, Barton, Leavy and Kern Corporation, Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Reliance Insurance Company
Jewett, Barton, Leavy & Kern Corp.
S. A. Hutchins & Associates Constr. Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
6-1-70 dy

NOTED
C. W. HEAD

RECEIVED
MAY 28 1970
OREGON
STATE HIGHWAY COMMISSION

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION . . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

EQUAL OPPORTUNITY EMPLOYER

TELEPHONE 585-2686

Secretary of State
State of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Page Paving Company, has a claim for work and labor performed and materials furnished the 1st day of May, 1968, and the 30th day of November, 1969, in the sum of $55,753.61 together with interest thereon at the rate of six percent per annum from May 1, 1970, until paid against the bond taken from S. A. Hutchins and Associates Construction Company as principal and Reliable Insurance Company as surety in the prosecution of the work known as Brownsboro-Hanley Ranch Section, OSHD Contract No. 7062.

This notice is given pursuant to ORS Chapter 279.

DATED THIS 13th day of May, 1970.

PAGE PAVING COMPANY

Emerson B. Page
President

NOTED
FLOYD QUERY

STATE COPY

Monthly transaction number: 3-3	FORM R-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-34-40	County: Jackson
Modification number: 1		Project number: S-239(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 12, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,848,079	$ 1,932,128
Federal funds	$ 1,173,000.00	$ 1,217,000.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate to increase construction engineering to 15 percent.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of February, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J K Lutboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By P E Burkland
(Division Engineer)

For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. S-239 (10)

BROWNSBORO - HANLEY RANCH SECTION OF

THE LAKE OF THE WOODS HIGHWAY IN JACKSON COUNTY

Revised project agreement estimate to increase construction engineering to 15 percent.

Salem, Oregon, February 11, 1970

Type Code 6201
Roadway (Sta. 515 + 00 to Sta. 926 + 30.53) (Contract No. 7062)

Sub-total on previous estimate of September 1, 1967		$1,486,499.40
	15% Engr. & Cont. *	221,974.60
	Total	$1,708,474.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Sub-total on structures from previous estimate of September 1, 1967.		$194,482.50
	15% Engr. & Cont.	29,171.50
	Total	$223,654.00

Length of Roadway ----------7.764 miles
Length of Structures (5)---------0.065 mile
Total 7.829 miles

Cost of Roadway per mile ----------$220,050.75

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,708,474.00	$1,076,100.00	$632,374.00
Structures (5)	223,654.00	140,900.00	82,754.00
Total	$1,932,128.00	$1,217,000.00	$715,128.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix 115-1039 G-1

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4 7062	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-12-67	COUNTY Jackson
		PROJECT NO. S-239(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Brownsboro-Hanley Ranch Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	7.829
OTHER (Specify)		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,848,079	$ 1,173,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer SEP 12 1967

Oregon State Highway Department

Federal-Aid
Project No. S-239(10)

BROWNSBORO-HANLEY RANCH SECTION ON

THE LAKE OF THE WOODS HIGHWAY IN JACKSON COUNTY

Project Agreement Estimate.

Salem, Oregon, September 1, 1967

Type Code 6201
Roadway (Sta. 515+00 to Sta. 926+30.53)(Contract No. 7062)

Clearing and Grubbing	All Required			$ 50,000.00
Ditch Excavation, Unclassified	9,600	cu.yd.	$ 3.00	28,800.00
General Excavation, Unclassified	650,000	cu.yd.	0.47	305,500.00
Overhaul	92,000	C-yd.sta.	0.30	27,600.00
Finishing Roadbed and Slopes	7.76	mile	1,000.00	7,760.00
Rounding Cutbanks	12,200	lin.ft.	0.18	2,196.00
Trench Excavation	1,900	cu.yd.	3.00	5,700.00
Special Backfill in Drains	410	cu.yd.	7.00	2,870.00
Watering	7,400	M-gal.	2.50	18,500.00
Obliteration of Roadway	18	sta.	35.00	630.00
3/4" - 0 Material in Base	17,100	ton	2.05	35,055.00
Plant-Mix Stone Base	172,000	ton	1.97	338,840.00
Bituminous Base Mixture	23,400	ton	3.76	87,984.00
Asphalt in Bituminous Base	1,050	ton	32.00	33,600.00
3/4" - 0 Material in Prime Coat	1,130	cu.yd.	4.13	4,666.90
RC-250 Asphalt in Prime Coat	170	ton	45.00	7,650.00
Class "B" Asphalt Concrete Mixture	46,600	ton	3.86	179,876.00
Asphalt Cement in Mixture	2,570	ton	32.00	82,240.00
Diversion Boxes	4	only	425.00	1,700.00
Reinforced Ditch Lining	1,800	sq.yd.	12.75	22,950.00
18-inch Paved Culvert End Slopes	9	only	100.00	900.00
24-inch Paved Culvert End Slopes	7	only	100.00	700.00
Loose Riprap	7,800	cu.yd.	2.00	15,600.00
12-inch Culvert Pipe	1,500	lin.ft.	3.50	5,250.00
18-inch Culvert Pipe	3,800	lin.ft.	5.00	19,000.00
24-inch Culvert Pipe	1,000	lin.ft.	8.00	8,000.00
30-inch Culvert Pipe	60	lin.ft.	10.50	630.00
36-inch Culvert Pipe	80	lin.ft.	13.00	1,040.00
48-inch Culvert Pipe	340	lin.ft.	26.00	8,840.00
84-inch Culvert Pipe	180	lin.ft.	55.00	9,900.00
18-inch Siphon Pipe	240	lin.ft.	6.30	1,512.00
24-inch Siphon Pipe	130	lin.ft.	8.00	1,040.00
6-inch Drain Pipe	340	lin.ft.	2.00	680.00
8-inch Drain Pipe	2,020	lin.ft.	2.50	5,050.00
12-inch Drain Pipe	770	lin.ft.	3.75	2,887.50
Concrete Inlets, Special Type G-2M	5	only	250.00	1,250.00
Concrete Siphon Boxes	5	only	375.00	1,875.00
Extra for A.C. Concrete Approaches	70	only	30.00	2,100.00
Guide Posts, W-1	260	only	7.00	1,820.00
Guide Posts, Y-1	36	only	7.00	252.00
Guard Rail	13,800	lin.ft.	2.50	34,500.00
Type 2 Barricade	1,200	lin.ft.	2.50	3,000.00

Guard Rail Blocks	1,360	only	$ 1.50	$ 2,040.00
Extra for Guard Rail Posts	230	only	14.00	3,220.00
Terminal Anchor Posts	46	only	100.00	4,600.00
Salvaging Type 2 Barricade	1,200	lin.ft.	0.50	600.00
Guard Rail-Salvaged Barricade	1,200	lin.ft.	1.00	1,200.00
Type 2 Fence	440	rod	8.50	3,740.00
16' Type 2 Single Gates	6	only	100.00	600.00
16' Type 2 Double Gates	5	only	125.00	625.00
20' Type 2 Double Gates	1	only	150.00	150.00
Roadside Seeding	40	acre	100.00	4,000.00
Roadside Mulching	40	acre	188.00	7,520.00
Seed Mixture	1,160	lb.	1.00	1,160.00
Inorganic Fertilizer, 10-16-8	150	cwt.	8.00	1,200.00
Furnishing Field Laboratory Building	1	only	1,000.00	1,000.00
12-inch Reinforced Concrete Bridge End Panels	1,040	sq.yd.	22.50	23,400.00
				$1,424,999.40
Flagging (57½% of Contractor's Cost)	All Required			$ 5,000.00
Signing	All Required			3,500.00
Slide Removal	All Required			50,000.00
Salvage and Reinstall Wood Bridge	All Required			3,000.00
				$ 61,500.00
Subtotal				$1,486,499.40
10% Engr. & Cont.*				147,649.60
Total				$1,634,149.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X080
Bridge No. 3756A (Sta. 527+17 to Sta. 527+82)(Contract No. 7062)

Remove Old Bridges and Provide for Traffic at Structure Sites	All Required (20%)			$ 4,000.00
Shoring, Cribbing, etc.	All Required (20%)			2,360.00
Structural Excavation	200	cu.yd.	$ 5.00	1,000.00
Structural Excavation Below Elevation Shown	20	cu.yd.	10.00	200.00
Furnish 10 BP 42 Steel Piles	225	lin.ft.	5.50	1,237.50
Drive Steel Piles	10	only	80.00	800.00
Splice Steel Piles	2	only	40.00	80.00
Class "A" Concrete (84 cu.yds.)	All Required (18%)			6,660.00
3' x 20'/25' Prestressed Slabs	2	only	390.00	780.00
4' x 20'/25' Prestressed Slabs	20	only	400.00	8,000.00

3' x 25'/30' Prestressed Slabs	1 only	$ 345.00	$	345.00
4' x 25'/30' Prestressed Slabs	10 only	415.00		4,150.00
Reinforcement (8,500 lbs.)	All Required (18%)			1,440.00
Structural Steel (8,600 lbs.)	All Required (19%)			3,230.00
Three Tube Steel Railing	129 lin.ft.	20.00		2,580.00
			$	36,802.50

Type Code X080
Bridge No. 3757B (Sta. 563+23 to Sta. 564+03)(Contract No. 7062)

Remove Old Bridges and Provide for Traffic at Structure Sites	All Required (20%)		$	4,000.00
Shoring, Cribbing, etc.	All Required (20%)			2,360.00
Structural Excavation	170 cu.yd.	$ 5.00		850.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	200 lin.ft.	5.50		1,100.00
Drive Steel Piles	10 only	80.00		800.00
Splice Steel Piles	2 only	40.00		80.00
Class "A" Concrete (75 cu.yds.)	All Required (16%)			5,920.00
3' x 20'/25' Prestressed Slabs	2 only	390.00		780.00
4' x 20'/25' Prestressed Slabs	20 only	400.00		8,000.00
3' x 30'/35' Prestressed Slabs	1 only	490.00		490.00
4' x 30'/35' Prestressed Slabs	10 only	565.00		5,650.00
Reinforcement (7,800 lbs.)	All Required (16%)			1,280.00
Structural Steel (8,600 lbs.)	All Required (19%)			3,230.00
Three Tube Steel Railing	159 lin.ft.	20.00		3,180.00
			$	37,920.00

Type Code X080
Bridge No. 3759A (Sta. 724+60 to Sta. 725+40)(Contract No. 7062)

Remove Old Bridges and Provide for Traffic at Bridge Sites	All Required (20%)		$	4,000.00
Shoring, Cribbing, etc.	All Required (20%)			2,360.00
Structural Excavation	300 cu.yd.	5.00		1,500.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	250 lin.ft.	5.50		1,375.00
Drive Steel Piles	10 only	80.00		800.00
Splice Steel Piles	2 only	40.00		80.00
Class "A" Concrete (119 cu.yds.)	All Required (25%)			9,250.00
3' x 20'/25' Prestressed Slabs	2 only	390.00		780.00
4' x 20'/25' Prestressed Slabs	20 only	400.00		8,000.00
3' x 30'/35' Prestressed Slabs	1 only	490.00		490.00
4' x 30'/35' Prestressed Slabs	10 only	565.00		5,650.00
Reinforcement (11,700 lbs.)	All Required (25%)			2,000.00
Structural Steel (9,000 lbs.)	All Required (20%)			3,400.00

Three Tube Steel Railing	159 lin.ft.	$ 20.00		$ 3,180.00
				$ 43,065.00

Type Code X080
Bridge No. 37c0A (Sta. 738+91 to Sta. 739+46) (Contract No. 7062)

Remove Old Bridges and Provide for Traffic at Structure Sites	All Required (20%)			$ 4,000.00
Shoring, Cribbing, etc.	All Required (20%)			2,360.00
Structural Excavation	230 cu.yd.	$ 5.00		1,150.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	210 lin.ft.	5.50		1,155.00
Drive Steel Piles	12 only	80.00		960.00
Splice Steel Piles	2 only	40.00		80.00
Class "A" Concrete (98 cu.yds.)	All Required (21%)			7,770.00
3' x 15'/20' Prestressed Slabs	2 only	390.00		780.00
4' x 15'/20' Prestressed Slabs	24 only	305.00		7,320.00
3' x 20'/25' Prestressed Slabs	1 only	390.00		390.00
4' x 20'/25' Prestressed Slabs	12 only	400.00		4,800.00
Reinforcement (9,900 lbs.)	All Required (21%)			1,680.00
Structural Steel (10,200 lbs.)	All Required (22%)			3,740.00
Three Tube Steel Railing	109 lin.ft.	20.00		2,180.00
				$ 38,565.00

Type Code X080
Bridge No. 52831 (Sta. 893+32 to Sta. 893+97) (Contract No. 7062)

Remove Old Bridges and Provide for Traffic at Structure Sites	All Required (20%)			$ 4,000.00
Shoring, Cribbing, etc.	All Required (20%)			2,360.00
Structural Excavation	200 cu.yd.	$ 5.00		1,000.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	250 lin.ft.	5.50		1,375.00
Drive Steel Piles	10 only	80.00		800.00
Splice Steel Piles	2 only	40.00		80.00
Class "A" Concrete (92 cu.yds.)	All Required (20%)			7,400.00
3' x 20'/25' Prestressed Slabs	2 only	390.00		780.00
4' x 20'/25' Prestressed Slabs	20 only	400.00		8,000.00
3' x 25'/30' Prestressed Slabs	1 only	345.00		345.00
4' x 25'/30' Prestressed Slabs	10 only	415.00		4,150.00
Reinforcement (9,500 lbs.)	All Required (20%)			1,600.00
Structural Steel (8,900 lbs.)	All Required (20%)			3,400.00
Three Tube Steel Railing	129 lin.ft.	20.00		2,580.00
				$ 38,070.00

Subtotal	$ 194,482.50
10% Engr. & Cont.	19,447.50
Total	$ 213,930.00

Length of Roadway - - - -	7.764 Miles
Length of Structures (5)-	0.065 Mile
Total	7.829 Miles
Cost of Roadway Per Mile-	$210,477.71

S U M M A R Y

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,634,149.00	$1,037,500.00	$596,649.00
Structures (5)	213,930.00	135,500.00	78,430.00
	$1,848,079.00	$1,173,000.00	$675,079.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BROWNSBORO-HANLEY RANCH SECTION

STATE WORK

PROJECT NO. S-239(10)

Pacific Power and Light	All Required	$14,500.00
United Telephone	All Required	3,000.00
Adj. Mailbox Posts	All Required	210.00
		$17,710.00

RECEIVED
FEB 11 1970
FOR FILING

S-2371(1)
7162

February 10, 1970

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $7,000 will be made to The First Pennsylvania Banking and Trust Company on Contract No. 7162 awarded to S. A. Hutchins and Associates Construction Company for work on the Brownsboro-Shanley Branch Section of the Lake of the Woods Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,734,839.73 including the post-final payment. Of the total $48,003.95 is for force account.

Very truly yours,

Floyd Gurry, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm
cc The First Pennsylvania Banking & Trust Co.
15th and Chestnut Streets
Philadelphia, Pennsylvania 19103
Attn: Jack Chan

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

Jaureb, Barton, Leavy & Kerr Corp.
Failing Building
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

RECEIVED
FEB 4 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 3, 1970

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

RE: Brownsboro-Hanley Ranch Section
Contract No. 7062

Gentlemen:

Herewith for your approval is proposed Price Agreement No. 17 in the amount of $7,000 which would bring about a complete and final settlement of all claims on this project. You appeared before the Claims Review Board on these matters last Friday, January 30, 1970.

As explained to you by phone, this lump sum amount was derived approximately on the basis of one-half of the sprinkling water claim and substantially all of the fencing claim. I further understand that you are agreeable to a final settlement on this basis.

Please execute and return five (5) copies direct to this office for further handling and we will promptly process the payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc: R. L. Porter
C. T. Keasey
B. E. Brown

NOTED
R. L. PORTER

RECEIVED
FEB 3
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 29, 1970

To:

SUBJECT: Claim Review Board Meeting
January 30, 1970
S. A. Hutchins & Assoc.
Brownsboro-Hanley Ranch Sec.
Contract No. 7062

The contractor on the subject project is presenting three claims totalling $25,189.80.

1. Additional Sprinkling Water - $2,614.50 50%
2. Fencing Adjustment - %5,775.30 Pay for extra posts
3. Additional Time Extension, 84 Days, - $16,800

1307.25
577.30
1884.55
7,000

Following is a brief description of each claim and our recommendations pertaining to each claim.

1. Additional Sprinkling Water

This claim has been presented by the contractor on behalf of his subcontractor, Reid Bros. Trucking Co. The water which the contractor is claiming was used for finishing and reprocessing the plant mix stone base.

The Specifications for plant mix stone base (copies attached which apply to this claim) include the water in the mixture which is to be placed in the required thicknesses to line and grade with compaction being commenced within 15 minutes and completed the same day. The Specification 204-4.1 states in part that the plant mix stone base to be paid for includes the aggregate and water mixed, placed, spread, compacted, finished and accepted. On this particular project, the contractor did not finish the plant mix stone base during the initial laying. There was a delay of

NOTED
R. L. ROBERTS

anywhere from two days to four weeks before he attempted to finish the plant mix stone base to grade. During this period of time the base had dried out requiring additional water for processing. This additional water used for processing was not ~~bid~~ payed for in the contract.

A chart is attached indicating by stations the date that the plant mix stone base was laid, then staked and the date that the contractor watered and started finishing that particular section.

In the contractor's original claim, this item was in the amount of $2,086. It is recommended that this claim be denied.

2. Fencing Adjustment

Under this claim, the contractor is claiming additional compensation for extra brace post that were required in the fencing performed under Price Agreement #1. The contractor is apparently contending that he was misled into signing this Price Agreement. It should be noted that the Price Agreement for fencing is the same as that bid for fencing on this project, $8.50/rod. Following is a time sequence showing when the contractor was notified regarding the additional fencing required under this contract.

August 7 - The Resident Engineer called the contractor and advised him to order an additional 3,079 rods of fence.

August 16 - The Resident Engineer and contractor agreed on a price for this work.

August 28 - Contractor received and signed the Price Agreement for performing the additional fencing.

It would appear that between August 7 and August 28 the contractor had ample time to check the conditions under which the fence would be installed and could have arrived at the cost.

Following is a comparison of the brace post used on the contract bid fencing and the Price Agreement fencing.

Contract Fencing used 1 Brace Post per 250 lin. ft.

Price Agreement Fencing used 1 Brace Post per 277 lin. ft.

This comparison would indicate that the Price Agreement fencing was actually less expensive to construct, based on the number of brace post used, than the original contract fencing.

I do not feel that we have misled or in any way invalidated the Price Agreement so, therefore, recommend that no payment be allowed.

****

It should be noted that due to the nature of the work (stage construction and the protection of livestock) the contractor had to install approximately 77 more brace posts than would have been necessary had he been able to do the fencing in one continuous operation. At his price of $31.05 per brace post, this would amount to $2,390.85. This information can be used if a compromise is desired.

3. Additional Time Extension

The original time extension which was submitted to the Highway Commission on December 23, 1969 recommended a total time extension of 78 days. This included 8 days for embankment foundation excavation, 46 days for guard rail, 16 days for fencing, slides, rip rap and subgrade on a time-money relationship and 8 days due to delay in award of contract.

It was felt that this was a very generous time extension. Following are dates showing job sequence and progress.

Project Bid	July 27, 1967
Work Started	August 14, 1967
Contract Award	August 25, 1967
Workday Count Started	September 7, 1967
End of Workdays, 320	October 22, 1968

At the end of the specified number of workdays, the contract was 75% complete.

Project Complete	August 6, 1969

For your information, I have attached four letters written by the Resident Engineer during the course of the project bringing to the contractor's attention the apparent lack of progress. Also during the course of this project, the grading operation was so slow that the subcontractor placing plant mix stone base left the project in favor of another job. This also caused the paving contractor to move off the project before it was completed and then have to return the following year.

All of the items which the contractor requested in his time extension but which were not granted were relatively minor work and could have been performed in conjunction with other work items. They did not reflect any delay in the overall project. It is recommended that no additional time be granted beyond what was given by the Highway Commission.

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.

STATIONS	DATE [illegible]TERED	DATE P.M.S.B. LAID	DATE STAKED
680 - 695	6/11/68	6/5/68	6/6/68
629 - 652	6/11/68	6/6/68	6/6/68
781 - 796	6/25/68		
796 - 827	6/25/68	6/21/68	
740 - 839	6/26/68	5/15/68	5/22/68 & 5/27/68
532 -572	7/3/68	7/3/68 & 7/5/68	7/3/68
532 - 572	7/5/68		
628 - 648	7/8/68	6/6/68 & 7/8/68	~~7/10/68~~ ?
781 - 839	7/9/68	5/15/68, 6/6/68,	
710 - 820	7/10/68	6/7/68, 6/10/68,	
781 - 820	7/12/68	6/19/68, 6/20/68,	6/28/68 & 7/2/68
808 - 839	7/13/68	6/21/68, 6/24/68,	
808 - 839	7/14/68	6/26/68 & 6/27/68	
582 - 618	7/16/68	7/15/68	~~7/17/68~~ ?
658 - 681	7/17/68	7/17/68	~~7/18/68~~ ?
582 - 618 [illegible]	7/18/68	7/15/68	7/17/68
582 - 618	7/19/68		
582 - 618	7/22/68		
658 - 681	7/22/68	7/17/68	7/18/68
740 - 747	7/25/68	7/24/68	7/24/68
750+50	7/26/68	7/24/68	7/25/68
650 - 658	7/29/68	7/29/68	
750+50	7/30/68	7/24/68	7/24/68
510 - 523	7/30/68	7/26/68	7/27/68
735 - 839	7/31/68	5/15/68	5/22/68 & 5/27/68
725 - 740	8/1/68	7/29/68	7/31/68
895 - 924	8/6/68	8/1/68	8/3/68
895 - 924	8/7/68		
870 - 895	8/8/68	5/15/68, 5/16/68, 5/17/68	5/21/68 & 6/3/68
580 - 622	9/23/68	7/15/68 & 7/17/68	7/17/68 & 7/18/68
580 - 622	9/24/68		
580 - 622	9/25/68		
580 - 625	9/26/68		
525 - 565	9/27/68	9/13/68, 9/16/68, 9/18/68 & 9/19/68	9/19/68

RECEIVED
JAN 14 1970
FOR FILING

S - 239(10)
7062

January 13, 1970

Reliance Insurance Company
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7062 awarded to S. A. Hutchins and Associates Construction Company for grading, paving, and structures on the Brownsboro-Shirley Ranch Section of the Lake of the Woods Highway in Jackson County was completed on August 6, 1969, and accepted by the Highway Commission on January 12, 1970.

Final payment in the amount of $77,995.34 will be released to The First Pennsylvania Banking and Trust Company after January 20, 1970. The total contract amount is $1,717,839.73 including $48,823.95 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Lowry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc The First Pennsylvania Banking and Trust Co.
15th and Chestnut Streets
Philadelphia, Pennsylvania 19103
Attn: Jack Chen

S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

Frank Morgan
Ivan Merchant

Jewett, Horton, Lowry & Kern Corporation
Failing Building
Portland, Oregon 97204

V. E. Skoog
Attn: John Kerr
C. T. Keasey

RECEIVED
JAN 13 1970
Forrest Cooper
3-239(10)
7062

January 12, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 6, 1969, on Contract No. 7062. The contract was with S. A. Hutchins and Associates Construction Company and was for grading, paving and structures on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1970, and that you concur in this procedure at the Commission meeting on February 3.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
Tom Edwards
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
Ivan Marchant
F. D. Morgan
L. H. Young
C. T. Keasey

srb sr

RECEIVED
JAN 9 - 1970
FOR FILING

S-297(10)
7068.

3168

January 7, 1970

Mr. Kenneth B. Owen
L. B. Star Route Box 175
Eagle Point, Oregon 97524

Dear Mr. Owen:

Re: Brownsboro-Hanley Ranch Section
Station 684 - 687, Irrigation Ditch

We have investigated the gradient of the irrigation ditch which was the subject of your December 14 letter. We find that the flow line of the reconstructed lined section is not now at the proper elevation in relation to your adjacent irrigation facilities for them to function properly.

We have approved a work order to remove part of the lining, lower the bottom of the ditch and restore the lining. State forces will perform this work when weather and other commitments permit, but it will be done well in advance of the next irrigation season.

We understand that you have been contacted by some of our field people and that this reconstruction is satisfactory to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. T. Keasey

JAB:fw srb

Routing

Morgan — Pease
Decker — Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 5 1970
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
December 31, 1969

SUBJECT: Section Brownsboro - Hanley Ranch
Highway Lake of the Woods
Contract 7062
Prefix 115-1039

To: F. D. Morgan
Construction Engineer
S A L E M

Attached for your approval please find 5 copies of Order for State Force Work #8 for the subject project. Work (~~has~~/has not) started, if started the date _____.

EXPLANATION:

To lower existing concrete lined ditch and culvert so that irrigation water will not back up in Mr. Owen's existing dirt ditch on his property. Furnishing and placing reingorced concrete lining can be done by others at $57.90/c.y. Standard Specifications to apply on ditch lining. Contractor has left project.

Earl C. Purdy
Asst. Resident Engineer

Telephone approval was/was not received. If so from whom and date, _____. B.P.R. Representative has/has not been contacted and his approval has/has not been received as of _____.
Date

REMARKS:

Recommend for approval.

Division Engineer

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 2, 1970

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Assignment FBK
R/W File No. 40682-Owen
Brownsboro-Hanley Ranch Sec.
Lake of the Woods Highway
Contract No. 7062

Following investigation of Mr. Owen's complaint regarding the backing up of water in his irrigation ditch, I asked for a report on the existing conditions and the cost of correction. The attached report from Earl Purdy shows a profile and cross sections of the existing irrigation ditch and indicates a cost of correction of approximately $1,800.

The gunnite lined ditch as constructed under this project was installed to the existing grade of the ditch bottom. However, it appears from the elevation of the bottom of the pre-existing concrete diversion box that the ditch had silted in and when the ditch above the diversion box was cleaned to its proper elevation, our ditch was, of course, too high.

I feel that we were in error in not checking the elevation at the bottom of the diversion box and that we should, therefore, make the necessary correction in this irrigation ditch. An Order for State Force Work is attached and your approval is recommended.

C. T. KEASEY
Division Engineer

CTK/cw
Attach.
cc B. E. Brown

RECEIVED
JAN 5 1970
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
December 31, 1969

To: C. T. Keasey
Division Engineer
R O S E B U R G

SUBJECT: Assignment FBK
R/W File No. 40682-Owen
Brownsboro - Hanley Ranch Section
Lake of the Woods Highway
Jackson County.

As you requested we have obtained field information and determined cost estimate to correct the grade of Mr. Owen's irrigation ditch.

This work will require removing approximately 190 feet of the bottom 2 feet and the northerly side of the existing gunite ditch lining and lowering the grade approximately 1 foot and guniting the new section. Also, removing and reinstalling an existing 24" corr. pipe, reshaping and cleaning the existing ditch between the culvert and gunite ditch and back of the concrete head gate.

I have contacted Mr. Bob Sevick of Commercial Engineering, a local construction firm, who will furnish and place the new gunite lining at $57.90 per c.y. of concrete. This price includes wire mesh reinforcement and requires 3 weeks delivery time. Mr. Lammert furnished the other material and labor costs.

Mr. Owens was present when the field work was being done and indicated that this method of correction would be satisfactory to him.

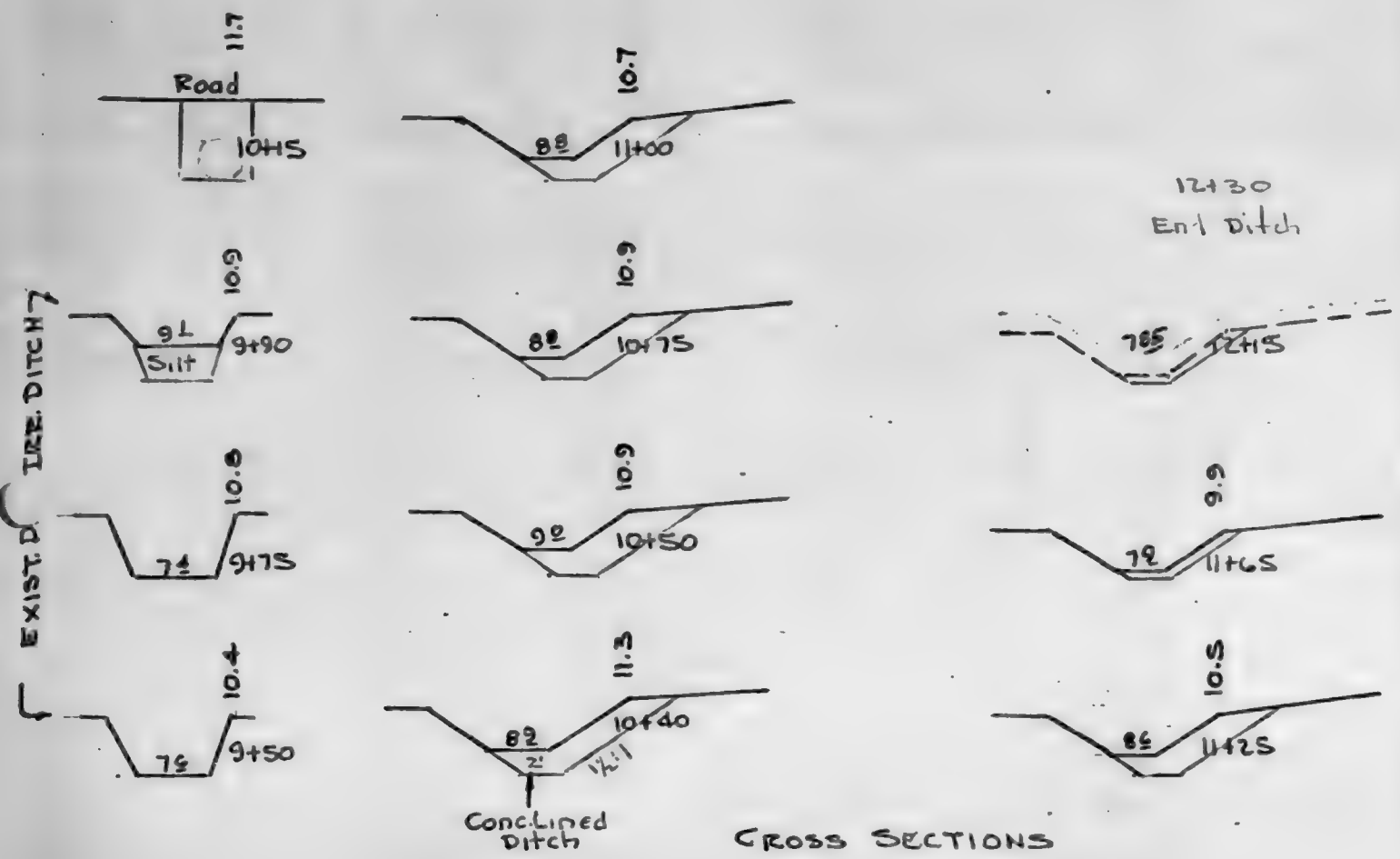
Attached find sketch sheet showing profile and cross sections of the irrigation system and order for State Force Work.

It is Mr. Lammert's contention that there might be a problem of saving the southerly gunite slope.

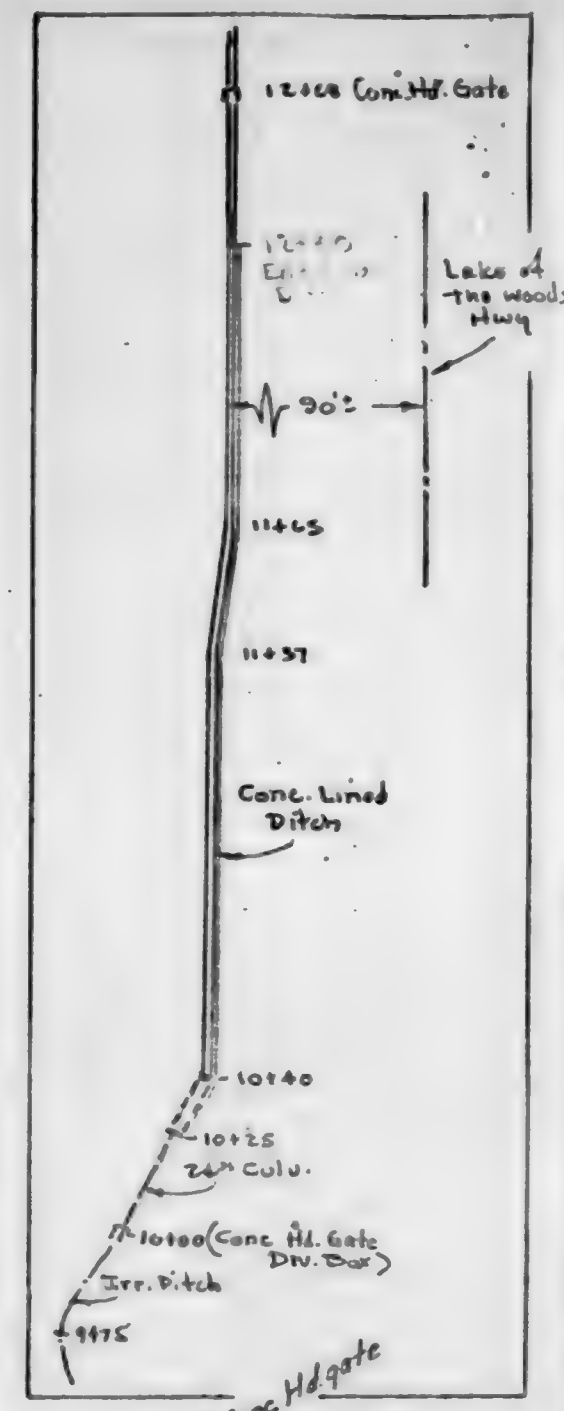
B. E. Brown
Resident Engineer

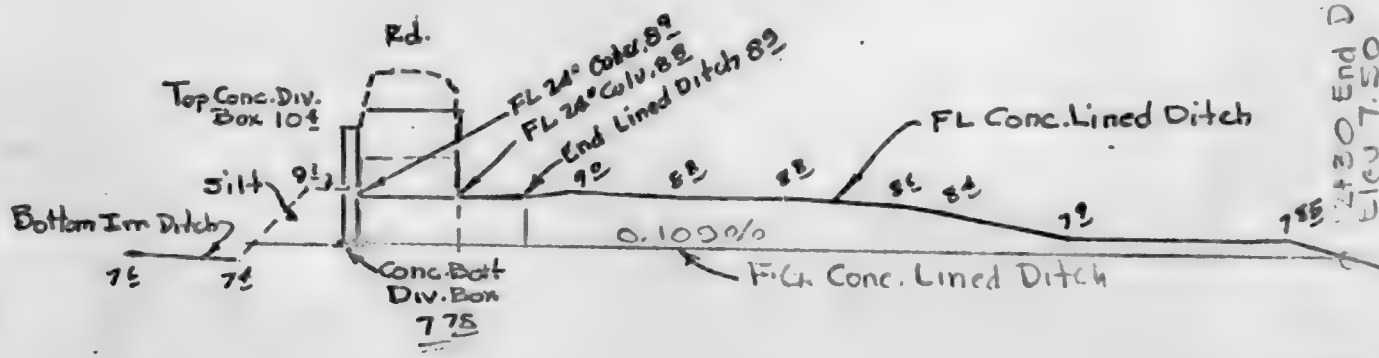
BY: Earl C. Purdy
Earl C. Purdy
Ass't. Resident Engineer

ECP:dw
attach.



CROSS SECTIONS
SCALE: 1" = 10'





IRRIGATION SYSTEM PROFILE (OWENS)
SCALE: 1" = 50' HOR.
5' VER

9 10 11 12 13

FORM T 108—5CM—7 65 SPS. 3011-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
December 22, 1969

To: John Quiner II
Assistant Division Engineer
Roseburg, Oregon

SUBJECT: Assignment FBK ??
R/W File No. 40682 - Owen
Dromsboro - Hanley Ranch Section
Lake of the Woods Highway
County

I have attempted to contact Mr. Kenneth B. Owen in regards to his letter to Mr. Cooper dated December 14, 1969. His wife advised me that he was out of town and would not return prior to December 25.

Mr. Owen is correct in his contention that the gunite ditch lining is above the grade of his irrigation ditch for approximate 100 feet. It is up to 8 tenths high along this section. The reason for this happening was that when the ditch was constructed, the grade's were such that they matched his existing ditch. Since that time he has went in and cleaned out his ditches which leaves the 100 feet section somewhat above grade.

This particular complaint was investigated once before and a report submitted to C. T. Keasey dated May 12, 1969. This was a complaint by Patrick Ford in regards to the Harrison property, R/W file No. 40681. This report included several photographs showing the problem. At that time, Mr. Anderson, who was renting and irrigating the Owen property, placed a full head of water into the irrigation ditch and was able to irrigate with no problems.

If you feel we should correct this 100 foot section, it would be fairly simple to remove the bottom of the gunite lining and lower the flow line to the new grade of Mr. Owen's ditch. I think you will recall our having looked at this problem previously.

B. E. Brown
Resident Engineer

Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
May 12, 1969

To: C. T. Keasey
Division Engineer
R O S E B U R G

SUBJECT: Complaint Letter
Patrick Ford
Harrison Property
Brownsboro - Hanley Ranch Section

An investigation of Mr. Patrick Ford's letter concerning the Harrison property has been made. I contacted Mr. Ron Anderson, Devon Acres Manager, and went over the problems with with the following results:

1. In regards to his complaint that the gunite ditch is off grade. Since the ditch was installed, Mr. Owens has gone in and cleaned the old ditch out. (See photo #1 & #2) to a lower elevation. In going over this with Anderson, I suggested that he at at least try the facility and see if it didn't work. This was done on May 8 and the gunite ditch allowed all the water in the ditch to pass onto the Harrison property. At that time Mr. Anderson stated that it was a full head of water he was receiving. Consequently I feel no problem exists at this area.

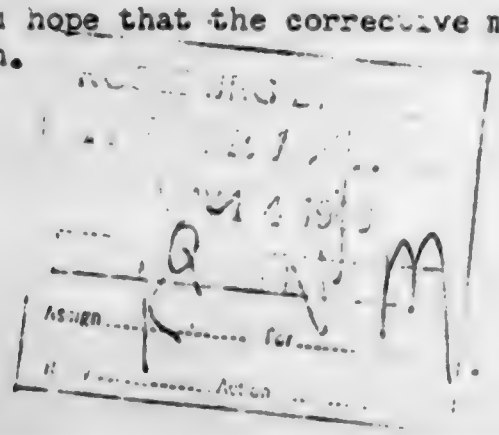
2. An additional culvert will have to be installed to take care of winter run-off which flows into the irrigation facility. This work will be done at the contractor's earliest convenience.

3. The east slope of Mr. Harrison's property has been dressed up and placed in an acceptable condition. (See photos #3 & #4).

4. The fence which was partially knocked down will be replaced with a new fence. Our contractor is working on this at the present time.

5. The State's contractor has re-dug and cleaned out the ditch in question. The matter of a new culvert does not involve the Highway Department as the approach in question was an approach to the old highway. Our construction plans call for no work in this area.

I would hope that the corrective measures taken will satisfy Mr. Harrison.



B. E. Brown
Resident Engineer

R. D. HEFFERNAN, JR.
PATRICK FORD
ROBERT L. COWLING

LAW OFFICES
HEFFERNAN & FORD
STANDARD INSURANCE BUILDING • 711 EAST MAIN STREET
POST OFFICE BOX 518
MEDFORD, OREGON 97501

TELEPHONE
AREA CODE 503
773-7161

April 24, 1969

RECEIVED
APR 25 1969
ROSEBURG R/W.

Mr. Fred W. Reid
State of Oregon
State Highway Department
Roseburg, Oregon

Dear Mr. Reid:

The other day I discussed with you completing the transaction with Tom Harrison. We had previously agreed that after the new highway was built the State Land Board would convey to Harrison that property that is no longer included in the new right-of-way. You may recall this was just a small parcel that Harrison wanted to use for feeding. It had been black-topped, but we understand the black-top was removed.

There are several other problems that still exist which were to be corrected by the Highway Department. These are:

1. The gunite ditch that runs between the Harrison property and the Owens property is off grade approximately fifteen inches. As a result, Harrison is unable to run water down the ditch.

2. Referring to the same ditch, it is so located and constructed that winter runoff causes the ditch to fill with silt. Arrangements should be made so that the runoff either flows under over the ditch thereby preventing its clogging with silt.

3. As a part of this agreement the Highway Department agreed to construct a new driveway, which has been done. However, the east slope has not been cleared. We think this should be corrected.

4. The fence located east of the driveway was partially knocked down by the contractor and we feel it would be the Highway Department's responsibility to repair the fence.

5. The Highway Department obtained the landowner's permission to fill one of the interior ditches so that they could cross it during the course of construction. Although it was agreed that the ditch would be re-dug and cleaned out this has not been done. Also, these previous arrangements required a new culvert in this ditch and this has yet to be installed.

These all are minor items as far as the Highway Department is concerned since they can probably all be corrected in one day. However, it does cause disruption to the property owner. We would appreciate your attention to these matters at your early convenience.

You should contact Ron Anderson, Devon Acres manager.

Very truly yours,

PATRICK FORD

PF/v
cc: Ron Anderson
Edward T. Harrison, Jr.

December 14, 1969

3083

Oregon State Highway Department
Mr. Forrest Cooper, State Hwy. Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper,

I'm writing in regard to the new Highway 140 which was completed this year and runs through my ranch.

In the reconstrction of one of my irrigation ditches by the State Highway Department they didn't install it on the right grade. On one section of the ditch they disregarded the established grade.

I have brought this to the attention of Mr. Brown several times and also other men in the department and so far have received no comment on it. I would like to know what your thinking on it is.

This is making a hardship on me because it backs water up in my present ditch, which causes many disadvantages in irrigating.

I believe this was a mistake in construction and about 1/5 of it should be reconstructed.

Inclosed is a sketch illustrating the problem.

Yours truly,

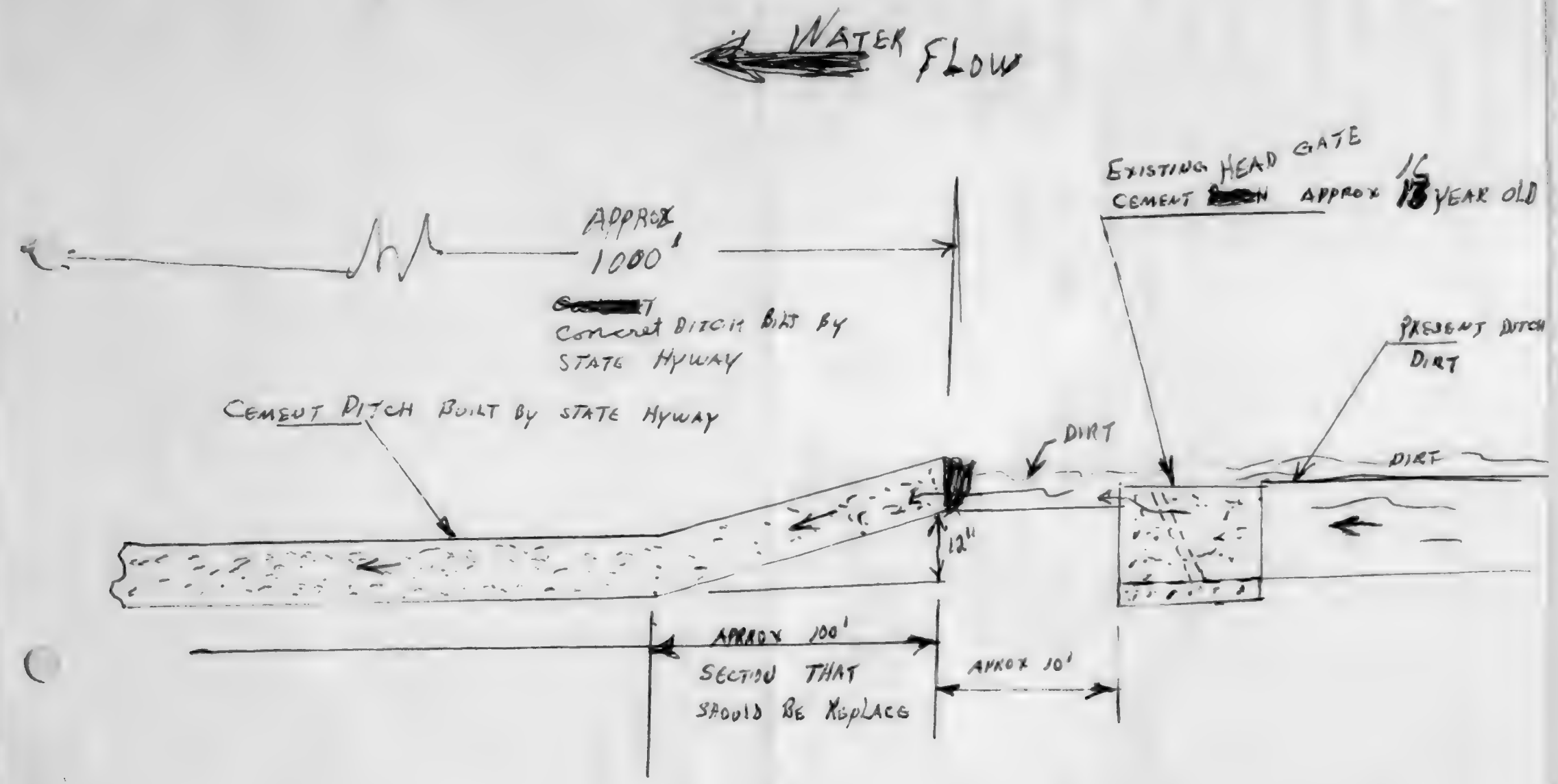
Kenneth B. Owen

Kenneth B. Owen
L.B. Star Rt. Box 175
Eagle Point, Oregon 97524

Routing
Morgan
Decker
bond
Walker
Bochme
Johnson
Glenn
Litchfield
Gallagher

RECEIVED
DEC 18 1969
CONSTRUCTION
DIVISION

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER


WATER FLOW
EXISTING HEAD GATE
CEMENT [redacted] APPROX 15 YEAR OLD
APPROX 1000'
[redacted]T
CONCRETE DITCH BUILT BY STATE HYWAY
PRESENT DITCH
DIRT
CEMENT DITCH BUILT BY STATE HYWAY
DIRT
DIRT
12"
APPROX 100'
SECTION THAT SHOULD BE REPLACE
APPROX 10'

NO SCALE

RECEIVED
JAN 7 - 0
FOR FILING

OREGON STATE HIGHWAY DIVISION

S-237(13)
7062

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 5, 1970

Mr. S. A. Hutchins
P. O. Box 190
Sutherlin, Oregon 97479

RE: Brownsboro-Hanley Ranch Section
Extension of Time
Contract No. 7062

Dear Mr. Hutchins

You inquired by phone to our office last Friday as to the basis of the recently approved 78-day time extension on this project. This was derived in four parts as follows:

Delay in award - 8 days
Price Agreement No. 2, Embankment Foundation Excavation - 8 days
Guard Rail Changes (Includes Price Agreement No. 9) - 46 days
(6/5/69 to 7/21/69)
All other added orders (includes Price Agreement No. 1, Fencing, Price Agreement No. 3, Riprap, Extra Work Order No. 7, Slide Removal, and Extra Work Order No. 8, Subgrade Drainage) 16 days

This latter item was not broken down for each separate order. The 16 days was derived on a time-money relationship for all orders except the two specifically covered above.

If you have any further question on this, please feel free to call and I will try to help you.

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
JAN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
bc: F. B. Klaboe
C. T. Keasey

RECEIVED
JAN 27 1970
FOR FILING
5-2.37(10)
7062

#8

December 30, 1969

S. A. Hutchins and Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission at its meeting on December 23, 1969, considered your request for a 156-day extension on Contract No. 7062 for grading, paving, and structures on the Brownsboro-Manley Ranch Section of the Lake of the Woods Highway in Jackson County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 78 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc F. D. Morgan
V. E. Skoog
L. W. Rallen
Bill Brown

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 27, 1969

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 320 days to 476 days, within which to complete our Contract No. 7062, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

S.A. Hutchins and Associates Construction Co.
Contractor

By Selmar A. Hutchins
Selmar A. Hutchins, President

CONSENT OF SURETY

Date August 29, 1969

We, RELIANCE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. S. Laird
Attorney-in-fact

(SEAL)

J. S. Laird
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7062 Contractor S. A. Hutchins & Sons, Inc.

Highway Lake of the Woods

Section Brownsboro-Hanley Ranch

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 78 day extension as follows:

Delay in award	**8 days**
Emb. Found. Exc. P.A.# 2	**8 days**
Guardrail	**46 days**
Other added orders	**16 days**

Recommended for Approval:

John Duggan
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7062
Project designation	S-259([illegible]) Federal
Date awarded	8-25-67
Work started	8-14-67
Per cent completed	100% Date
No. of Workdays Allowed	320
No. of Workdays Used	482
No. of Added Workdays Requested	156

State Printing 27020

RECEIVED
DEC 22 1969
FOR FILING

December 19, 1969

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
December 23, 1969 meeting

S. A. Hutchins and Associates Construction Company, contractor on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway, Contract No. 7062, in Jackson County, has requested a 136-day extension of the contract time. The request is based on extra orders added to the contract and inadequate time to secure guardrail material after actual quantities needed were known.

One of the added orders was for embankment foundation excavation early in the project which was necessary to remove unsuitable material. This extra work justifies an eight-day extension.

The guardrail plans were changed late in the project in order to update to current safety standards. Actual quantities needed, particularly of specially fabricated sections such as on curved installations, could not be determined until grading and surfacing work was practically complete. Forty-six days of liquidated damages accrued from the time the detailed requirements were given to the contractor until the guardrail was available on the project. This is in line with the four- to six-week delivery time to be expected on these materials. A 46-day extension is recommended on this delay.

Other added orders for extensive additional right-of-way fencing and gates, slide removal, riprap, and subgrade

drainage collectively justify a 16-day extension. Some of these items were accomplished concurrently with regular contract work so the recommended extension for these reasons is derived on a time-money relationship compared to the total original contract.

Although not requested by the contractor, we find there was an eight-day delay in award and submission of the contract to the contractor because of a delay in acquisition of right-of-way. An additional eight-day extension is therefore justified.

The extensions recommended above total 78 days. This will leave 84 days liquidated damages in effect amounting to $16,800. This is a Federal-aid Secondary project and the extension does not require specific Bureau of Public Roads approval.

This matter will be on the agenda for your consideration at the December 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
F. D. Morgan
L. W. Rulien

JAB:fw sr

E--320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 27, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 320 days to 476 days, within which to complete our Contract No. 7062, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

S.A. Hutchins and Associates Construction Co.
Contractor

By Selmar A. Hutchins
Selmar A. Hutchins, President

CONSENT OF SURETY

Date August 29, 19 69

We, RELIANCE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. S. Baird
Attorney-in-fact

(SEAL)

Baird
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7062 Contractor S. A. Hutchins & Assoc.

Highway Lake of the Woods

Section Brownsboro-Hanley Ranch

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED.** The reasons for such recommendation are as follows:

Recommend 78 day extension as follows:

Delay in award	8 days
Emb. Found. Exc. P.A.# 2	8 days
Guardrail	46 days
Other added orders	16 days

Recommended for Approval:

Asst. Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

State Printing 37020

Contract No.	7062
Project designation	S-239(10) State-Federal
Date awarded	8-25-67
Work started	8-14-67
Per cent completed	100% Date
No. of Workdays Allowed	320
No. of Workdays Used	482
No. of Added Workdays Requested	156

E—320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 27, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 320 days to 476 days, within which to complete our Contract No. 7062, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

S.A. Hutchins and Associates Construction Co.
Contractor

By Selmar A. Hutchins
Selmar A. Hutchins, President

CONSENT OF SURETY

Date August 29, 19 69

We, RELIANCE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. S. Baird
Attorney-in-fact

(SEAL)

Baird
Resident Agent

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1969

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway
Contract No. 7062

We have received from S. A. Hutchins and Associates Construction Company, contractor on the subject contract, the attached request for a 156 calendar workday extension. The contractor's request is based on work added to the contract by three Price Agreements and four Extra Work Orders plus a delay due to a late determination of the final quantities of guardrail required.

Actually, the total project was built quite close to contract amounts. Bid items underran 0.4 percent. Major added orders were:

	Price Agreement No. 1	Type 2 Fence & Gates	$39,788
*	Price Agreement No. 2	Emb. Found. Exc.	7,157
	Price Agreement No. 3	Loose Riprap	9,418
*	Price Agreement No. 9	Guardrail Changes	12,531
*	Extra Work Order No. 2	Emb. Found. Exc.	2,629
	Extra Work Order No. 7	Slide Removal	9,644
	Extra Work Order No. 8	Subgrade Drainage	9,115

(* Items covered by specific time extension).
All added orders (except flagging, deduction items and excess materials) = $105,036.72
(= 6.5% of contract amount).
Net contractor's overrun = 6%
On just a time-money basis, this 6 percent overrun would = 19 days

Attached is a tabulation of some pertinent dates through the life of the contract. There was a delay in award due to right of way acquisition which justifies 8 days extension.

Price Agreement No. 2, incolving embankment foundation work, probably did delay the grading on the project. Even though a part of this work was done during the dormant period in January and February of 1968, we would recognize this as a valid reason for extension in that regular contract work presumably

could have been under way and was therefore delayed. Based on the contractor's average daily production of 900 cubic yards per day, an extension of 8 calendar workdays as requested is justified.

We believe there is some basis for extension due to the guardrail changes. This was one of the many jobs on which the rail plan was updated to later standards. I have just received additional material on this item from Mr. Hutchins in support of his request and have also discussed it further with Mr. Quiner. Rail staking for actual quantities had to wait until shoulders and approaches were finished. There were seven curved rail installations plus three special length rail members. The contractor derives his 46 days requested as the time from June 5, 1969 (the date of the final guardrail list letter from the Resident Engineer) to July 21 (the date that rail was on the job and installation started). This leaves 17 days from July 21 to the August 6 completion date during which most of the project activity was on hanging the rail. I recommend extension for the 46 days.

The other extra orders are mostly concurrent work or done during dormant season no-count time. I believe a time-money approach for the $82,719 of work involved would be very liberal to the contractor. On this basis, these collectively would justify 16 days.

To summarize, time extension is recommended for:

Delay in award	8 days
Emb. Found. Exc. P.A. #2	8 days
Guardrail	46 days
Other added orders	16 days
	78 days

The original contract allowed 320 calendar workdays in which to complete the project. The contract was completed on August 6, 1969 at which time 482 calendar workdays had been charged. This is 162 days on which liquidated damages of $200 per day have been charged amounting to $32,400. We recommend that the calendar workdays be increased by 78 which leaves 84 days and $16,800. (The Engineering cost on this contract overran $86,212.47).

This is a Federal-aid Secondary project and does not require Bureau of Public Roads approval. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIV
DEC16 1969
OFFICE OF
STATE HIGHW ENGINEE

JAB/DES:fw
Attach.
cc V. L. Gallagher

BROWNSBORO-HANLEY RANCH SECTION
CONTRACT NO. 7062

Specified Completion Time: 320 Calendar Workdays

July 27, 1967	Bids Opened
August 14, 1967	Contractor started work
August 25, 1967	Commission awarded project and contract mailed
September 7, 1967	Calendar workday count started

		Calendar Workdays Used	
		Charged	Cumulative
(September 7, 1967			
(November 30, 1967		85	85
December 1, 1967	Winter shutdown		
February 29, 1968	(no count)	0	-
March 1, 1968			
November 30, 1968		275	360
December 1, 1968	Winter shutdown. However, stop		
February 28, 1969	work order issued 12-12-69 (no count)	0	360
March 1, 1969)	Stop work order in effect		
April 6, 1969)	(total 37 days)	0	360
April 7, 1969			
August 6, 1969		122	482

Work completed August 6, 1969

Days Used 482
Overrun 162 days

162 days @ $200/day = $32,400
has been assessed.

RECEIVED
NOV 13 1969
FORM E-30-X (12-67)
FOR FILING
E-239(10)
7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 12, 1969

Salem, Oregon

To:

Mr. C. T. Keasey
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Pavement Repair
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway
Contract No. 7062

NOTED
F. B. KLABOE

Have received approval of the compromise offer from Mr. Page, Page Paving Company, of $4,500 for repair of asphaltic concrete pavement on the easterly end of subject project.

You may proceed on this basis.

F. D. Morgan
Construction Engineer

FDM:fw

cc F. B. Klaboe

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1969
FOR FILING

4434

FILED
OCT 29 1969
CLAY MYERS
SECRETARY OF STATE

7062

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

Mr. Gordon H. Price
Attorney at Law
P. O. Box 142
Molalla, Oregon 97038

Dear Mr. Price:

This is to acknowledge receipt of your letter of October 22, 1969, advising us that S. A. Hutchins and Associates owes Coral Corporation for supplying and the installation of guard rail in the amount of $9,200.

You state this is in connection with the S. A. Hutchins and Associates Construction Company Contract No. 7062 for grading, paving and structures on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern Corporation, Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

NOTED ON CARD
10-30-69
ER

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc Reliance Insurance Company
Jewett, Barton, Leavy & Kern Corp.
S. A. Hutchins & Assoc. Constr. Co.
Highway Commission
~~Secretary of State~~

RECEIVED
OCT 30 1969
OREGON
STATE HIGHWAY COMMISSION

p.s. Please acknowledge receipt of this claim on the enclosed copy of this letter.

GORDON H. PRICE
ATTORNEY AT LAW
P. O. BOX 142
MOLALLA, ORE., 97038

PHONE 829-2711

October 22, 1969

Oregon State Highway Commission

Salem, Oregon 97310

Re: Brownsboro - Hanley Ranch
OSHD Contract No. 7062

Gentlemen:

Notice is hereby given that Coral Corporation has a claim for guardrail supplied and installed on the above contract in the sum of $9,200, against the bond taken from S. A. Hutchins and Associates and Reliance Insurance Company, on the above contract.

Very truly yours,

Gordon H. Price
Attorney for Coral Corporation

cc: Reliance Insurance Company
S. A. Hutchins and Associates

RECEIVED
OCT 27 1969
STATE HIGHWAY COMMISSION

S-239(10)
7062

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Brownsboro-Hanley Ranch		WEEK ENDING: October 25, 1969
		SECTION PREFIX: 115-1039
HIGHWAY: Lake of the Woods		COUNTY: Jackson
NAME OF JOB: Brownsboro-Hanley Ranch	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: S. A. Hutchins & Assoc. Const. Co.	CONTRACT NUMBER: 7062	FEDERAL AID PROJECT NUMBER: S-239(10)
DATE OF CONTRACT: August 25, 1967	DATE WORK STARTED: August 14, 1967	ESTIMATED COMPLETION DATE: August 6, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 320	WORK DAYS USED: CALENDAR DAYS USED 482
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED 151
PROJECT AUTHORIZATION: $1,913,998.39		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,777,891.84	ENGINEERING AUTHORIZATION $136,106.55	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,738,607.89	ENGINEERING COST TO DATE $224,521.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
	This week 0.00	
ESTIMATED PERCENT: UNDERRUN 2.2 %	PERCENT OF AUTHORIZATION 165 %	DATE PROJECT WAS COMPLETED: August 6, 1969

Semi-final estimate will be submitted 10/29/69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.93	7.93			7.93
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.93	7.93			7.93
TOTAL ESTIMATED QUANTITIES (CONTRACT)	650,000	189,100			70,000
TOTAL QUANTITIES CORRECTED TO DATE	674,925	169,880			72,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	674,925	169,880			72,900
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3756A	3757B	3759A	3760A	5283A			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Partly cloudy			
FRIDAY	Cloudy-showers			
SATURDAY	Cloudy			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 2 - 1969
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate will be submitted next week. This is the last weekly report.

By Earl C. Purdy Asst. Res. Engr

SIGNED _____ LOCATION Medford

for B. E. Brown, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 9 - 1969
FORM E-30-X (12-67)
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1969

To: MEMO TO THE FILES

SUBJECT: Moisture in Aggregate & Asphalt Concrete Mix
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway
Contract No. 7062

On May 6, 1969, an inspection of the paving portion of work on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway was made. State personnel included:

C. T. Keasey - Division Engineer
Wm. Brown - Resident Engineer
M. D. Glenn - Field Testing Engineer
J. H. Walker - Field Construction Engineer

One of the main reasons for this inspection was related to excess moisture in the asphalt concrete mix.

Probably the cause of excess moisture in the mix was due to an absorbent type aggregate which was crushed and stockpiled in 1968, which allowed it to accumulate moisture during the wet winter season. An examination of the stockpiles shows that the material inside the outer area of the piles to be very wet.

The quarry from which this aggregate was produced is located approximately a mile northerly from the highway section being constructed and was provided as a source of material by the contractor. S. A. Hutchins and Assoc. was the prime contractor, Reid Brothers, a subcontractor, produced the crushed aggregates, and Page Construction Co., another subcontractor, is doing the paving work.

Tests to date made for moisture on the dried aggregate for the Asphalt Concrete show moisture to be in excess of that allowed by specifications. Specifications call for the aggregate to contain no more than 0.5 percent moisture.

From field observance it appears that excess moisture in the asphalt concrete on this project is quite detrimental as it causes a boiling of the mixture and subjects the roadway pavement to bleeding, which causes fat areas. This problem appears to occur when the moisture in the aggregate reaches 0.6 percent or greater.

The attached pictures, the first showing fat spots, was placed May 5 and the truck bed showing boiling of the mix was taken May 6 prior to it being rejected. Test results during these periods indicated approximately 0.7 percent moisture.

After a close inspection of the entire operation, it was obvious that the moisture content must be satisfactorily within specifications. As stated previously, it appears that any moisture in the aggregate over 0.6 percent can be detrimental so this should be considered as a guide line for control of the moisture.

Page Construction Co., subcontractor on this paving, has brought in an additional dryer but to date has not solved the moisture problem even with this. It appears that perhaps pre-drying will be necessary before this moisture problem is solved.

In some of the rougher areas the contractor was required to use a wire for a guide on the electronic control for grade. It appears that this method has corrected the roughness and a satisfactory ride is resulting.

It is thoroughly expected that the contractor will attempt to attain reimbursement for the additional expense of the drying operation. Bill Brown, Resident Engineer, is now performing continuous testing and documenting the work in detail, including pictures.

It is not thought that there is any basis for additional compensation due as a result of this drying work.

John H. Walker
Field Construction Engineer

JHW:ss

cc: F. B. Klaboe
C. T. Keasey
Bill Brown

6/8/69 Les Engr Brown reported by phone that moisture content is now substantially within specifications by using pre-drying method.
JHW.

RECEIVED
MAY 2 - 1969

Contract
7062

FOR FILE
S-237(10)

THE ASPHALT INSTITUTE

Executive Offices and Laboratories • Asphalt Institute Building • College Park, Maryland

PLEASE ADDRESS REPLY TO:
THE ASPHALT INSTITUTE
SUITE 110, WESTHILLS MALL
4475 S.W. SCHOLLS FERRY ROAD
PORTLAND, OREGON 97225
TELEPHONE: 292-8421 (AREA CODE 503)

April 24, 1969

Routing
2 Morgan
3 Decker
1 Bond
4 Walker
Bachme
Johnson
RECEIVED
APR 29 1969
CONSTRUCTION DIVISION
6
5
E

Mr. John H. Walker
Assistant Construction Engineer
Oregon State Highway Building
Salem, Oregon, 97310

Dear John:

In accordance with our conversation at Eagle Point on Tuesday, April 1st, I have summarized my observations and recommendations regarding the 3" hot mix asphalt base on S. A. Hutchins Highway 140 contract.

The 3" hot mix asphalt base which has been open to traffic this past winter, was observed to be ravelling extensively and showing distress in many areas. The primary cause of this distress appeared to be segregation of the base at the time of placement with the resultant reduction in cohesion and high porosity permitting excessive intrusion of moisture into the base and subbase. Factors contributing to the problem were the fact that the base was placed very late in the 1968 construction season and was opened to traffic including a fairly heavy quantity of loaded logging trucks throughout our extremely long and hard winter. Tire chains, studded tires, and snow removal equipment undoubtedly were significant factors in the amount of ravelling that has occurred.

My recommendation to salvage this base course is that all broken or distressed areas as identified by pot-holing or alligator-type cracking, be removed and replaced as necessary. Badly ravelled areas that do not exhibit structural failure should be skin or spot patched. I strongly recommend that the entire base course then be given a tack coat immediately prior to placing the first surface course.

I am sure we are agreed that, under the circumstances, the 3" of asphalt base performed exceptionally well this past winter. I have examined Page Paving Company's plant setup and the 1½" minus stockpile from which the asphalt base was made. Although your tests indicate that the aggregate was within the specifications, there appears to be a considerable quantity of large aggregate in the mix while at the same time, the number 10 minus material appears to constitute only about 20% of the total. A mix made with this type of aggregate grading would be on the coarse side and the tendency to segregate on handling would be greatly enhanced. It could also be quite permeable under certain conditions.

NOTE:
F. B. KINNEY

Full-Depth (TA) Deep-Strength Asphalt
The Modern Heavy-Duty Pavement

OUR FIFTIETH YEAR
ENGINEERING · RESEARCH · EDUCATION
THE ASPHALT INSTITUTE
1919-1969

I am certain there were many considerations affecting the decision to place the base mix last fall. However, I feel the conditions which have developed are the result of a combination of circumstances involving temperature, weather, equipment and material. I trust that a satisfactory solution with areas of mutual agreement for repair of distressed sections can be found by the Highway Department and the contractor on this project.

Very truly yours,

G. J. Beuker, Jr.
District Engineer

GJB:bas
cc: C. T. Keasey, Div. Engr.
P. O. Box 1128, Roseburg

Page Paving Company
Salem, Oregon,

Vaughn Marker

RECEIVED
APR 9 - 1969
FCR - Salem

5-237(10)
1162

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 8, 1969

SUBJECT:

To:

MEMO TO THE FILES

At 1:20 P.M. today, Bill Brown called re accident on Brownsboro-Hanley Ranch, Contract No. 7062.

This morning at about 10 A.M., survey party was working near east end of the job, marking pavement grades. Survey Party signs were out, approximately 500 to 600 feet from crew. Rear Chainman, George Ball (30 years) was in center of road with flagman's vest on. Weather was clear, dry with approximately 1/2 mile visibility.

A 1962 Ford hit him dead center, denting hood and breaking windshield. Car started skidding at about point of impact and carried Ball for 100 feet where car stopped.

Doctor at Rogue Valley Hospital did not consider Ball's condition critical, no apparent internal injuries or skull fractures. Both legs broken, one compound, other crushed. Both hands broken. Nose broken. Head bruised and cut.

State Police at scene after accident. Brown left scene to take Ball's wife to hospital before State Policeman had decided whether to issue citation.

Division 3 office and Safety Section have been notified by Brown.

D. E. Swan
Staff Assistant

NOTED
F. B. KLABOE

RECEIVED
APR 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DBS:fw

cc F. B. Klaboe
G. E. Rohde

NOTED
FORREST COOPER

RECEIVED
APR 8 - 1969
FOR FILING

S-237(10)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1969

To:

MEMO TO THE FILES

SUBJECT: Segregation of Bituminous Plant Mix Base
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway
Contract No. 7062

On April 1, 1969 the following personnel met on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway to discuss and inspect the bituminous plant mix base which had been placed on this project.

Wayne Hutchins	Hutchins Construction Company
Emerson Page	Page Paving Company
Frank Bursin	Supt, Page Paving Company
Gustave Beuker, Jr.	Asphalt Institute
C. T. Keasey	Division Engineer, OSHD
John Quiner	Assistant Division Engineer, OSHD
Bill Brown	Resident Engineer, OSHD
John Walker	Field ConstructionEngineer, OSHD

The purpose of the meeting was to determine what corrective measures would be necessary in the segregated areas of the bituminous base prior to any placement of Class "B" Asphalt Concrete pavement.

During the construction of the bituminous base course in the 1968 season, segregation of the mix occurred. This segregation apparently took place at some period after the aggregate and asphalt was mixed at the contractor's central mixing plant as field laboratory tests taken during production of the mix indicate substantial conformance to specifications. This segregation, as Central Laboratory tests of cut sections obtained from the segregated areas, is prevalent to varying degrees. The results of some 11 tests indicate that the mix varies percentage-wise from that specified in that it generally contains either a greater percentage of large size aggregate (1-1/2"-3/4"), a smaller percentage of small size aggregate (1/4"-0), a lesser amount of asphalt, or a combination of the above. Both the contractor and Highway Department personnel were aware of this segregation problem during the period of placement of the bituminous mix. There is some indication that this segregation increased in severity as the lateness of seasonal placement approached.

NOTED
F. B. KLAGG

Just prior to winter shutdown of any construction paving on this project, the contractor was required to patch out some of the more badly segregated areas as public traffic would have use of the highway during the winter season.

An inspection of the bituminous base pavement after its winter use shows that the traffic caused some wear on the pavement as a whole, but this wear was more excessive in the segregated areas and in quite a number of places the bituminous material did not hold and left what is termed as pot holes. Examination of the segregation other than the pot holes shows varying conditions. In many areas a visual look indicates a loss of fines in the top portion of the pavement. Some of this probably is due to traffic and some attributed to a lack of fines in the mix itself. Probably the worst areas of segregation occurred at the longitudinal joints along centerline where a lack of fines is prevalent.

As corrective measures, it was considered necessary by all State personnel present that at areas such as pot holes and more open places, a 3/4"-0 bituminous size aggregate mix should be used, while in the more skin type patching areas or areas where a deeper penetration of material between the larger type rock was needed, there a finer 1/4"-0 size or sim ilar type aggregate in the mix should be used.

It was thought that the contractor should bear all of the cost of patching the pot hole type areas as the damage occurred primarily due to his lack of providing a mix which was stable enough to withstand the traffic. As far as the skin patches with fine mix was concerned, it was thought reasonable that the State would participate in costs to the extent of paying for the patching material at bid price per ton of the bituminous base mix.

The above corrective measures were discussed with the contractor and there appeared to be no argument.

One other discussion, and this was mainly involved with our own personnel, was the possibility that the above-outlined corrective measures might not produce a dense mix on the bottom portion of the base. In other words, where the fine mix was used it could fill the voids in let's say the upper half of the 3-inch lift of base, but possibly would leave voids in the lower portion. I do not believe anyone was in favor of tearing out the roadway in order to be sure to correct this possible lack of a dense mix on the bottom area, but there was some favoring of assessment of a monetary penalty for poor workmanship or non-specification material. For myself, it was very questionable whether we should even attempt to withhold or assess an amount against the contractor for this purpose under the existing conditions. The reasons being that it would be extremely difficult to be reasonably sure of the area or amount of bituminous base involved that would be subject to a cost deduction.

It would also be questionable as to what value should be designated as a proper amount to be withheld. I also thought that the above-outlined corrective measures would provide a base of adequate strength although certainly there could be some deficiency in the bottom portion of some of the segregated areas.

It was thought that perhaps a discussion of this matter with Messrs. Morgan, Decker, Bond and possibly others might add some sage advice. This was done and it was Messrs. Morgan, Decker and Bond's thought that any penalty under the existing conditions should be avoided, that if there was indication of base instability or failure, this should be taken care of in the corrective stage. Mr. Keasey was advised of this feeling by phone. He requested a letter by myself or Mr. Morgan to have it on record and so this Memo will act as a letter to serve that purpose.

The only other item involved on this inspection was a discussion of rough areas. It was the Division Engineer and Resident Engineer's thought and concurred with by myself that a problem of obtaining a smooth suitable finished ride on portions of this project was prevalent. The Division and Resident Engineer thought that perhaps the use of a wire for electronic grade control in the paving of the base lift of A. C. was in order. The use of a wire for grade control is clearly set forth in the specifications and the use of the ski which is most prevalent is allowed only by consent of the Engineer.

This matter was also discussed with the contractors and Mr. Page protested because he did not have the necessary equipment, wire and stakes, as called for and asked that if we intended to enforce the specification, that he be given a letter to this effect. Mr. Bill Brown, Resident Engineer, was instructed to advise the contractors involved that the use of the wire for automatic grade control may be required on the base lift of A. C. if in the Engineer's opinion the grade of the bituminous base just prior to the placement of the A. C. is considered too rough to obtain a satisfactory surface with the ski equipment which has been in use.

John H. Walker
Field Construction Engineer

JHW:fw
cc: F. B. Klaboe
O. A. White
F. D. Morgan
G. L. Decker
John Bond
C. T. Keasey
Bill Brown

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APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. K. Lohse C

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DEC 17 1968
FOR FILING
S-2997(10)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 17, 1968

To: MEMO TO THE FILES

SUBJECT: Brownsboro-Hanley Ranch Section
Lake of the Woods Highway

At the request of F. D. Morgan, Construction Engineer, Bill Brown and I met yesterday, December 16, at Brownsboro with Selmar Hutchins, prime contractor; Frank Bursin, Superintendent for Page Paving Co.; and Bill Hart, Office Manager for Page Paving. The purpose of this meeting was to review the patching of the plant mix bituminous base throughout the project which would be required before we could take over the winter maintenance of this project during the shutdown period.

The plant mix bituminous base of this section shows an excessive amount of segregation which appears to be at the beginning or end of almost every truck load of material placed through the paving machine. Many of these areas have started to ravel and require considerable patching at this time. During the process of paving, attempts were made to locate and cure the cause of this segregation to no avail. The paving probably should have been stopped until corrections could be made but it was felt that it was necessary to get this material down as soon as possible even in unfavorable weather conditions in order to handle traffic through the winter. Some patching has been done in these areas by the contractor with only moderate success due to the lack of an adequate tack coat under the patches. I advised Mr. Hutchins and Mr. Bursin that at such time as these areas throughout the project were patched in such a condition that we could expect no more than normal maintenance, we would assume all further surface maintenance for the duration of the shutdown order.

Mr. Bursin and Mr. Hart asked if we could give them a list by station of areas needing patching. I attempted to discourage this because of the large number and frequency of the patches and suggested instead that our Resident Engineer and inspectors work closely with them through the project to be sure that all areas needing patching were covered.

In this regard, Bill Brown, Resident Engineer, was instructed to proceed immediately with marking the areas to be patched. Mr. Bursin stated that he had no authority to approve this procedure without consulting with Mr. Page and did later in the day discuss this with Page on the phone. He later called Bill Brown and advised him that they would proceed immediately as soon as weather conditions permitted to patch the marked areas using an asphalt tack coat but that they intended to submit a claim to the department for the patching work. After further consideration, I am instructing Bill Brown, by a copy of this memo, to list all of the areas marked for patching by station and brief description so that there will be no question as to their location.

In response to the possible claim, I have instructed our Geologist to obtain a number of cores through the bituminous base material in the segregated areas and have instructed Bill Brown to get extended photographic coverage of the segregated areas throughout the project.

C. T. KEASEY
Division Engineer

CTK/cw
cc F. B. Klaboe ✓
F. D. Morgan
B. E. Brown
R. L. Lammert

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DEC 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1968

To:

MEMO TO THE FILES

2606

SUBJECT: Page Paving Company letter of November 22, 1968 regarding Paving on the Brownsboro-Hanley Ranch Section
Contract No. 7062
Assignment No. 2606-FBK

Mr. Emerson B. Page's letter of November 22, 1968 states that Mr. Bill Brown, Resident Engineer, and Mr. C. T. Keasey, Division Engineer, had advised him that there would be no more paving after the asphalt treated base had been placed for this year. Mr. Page notes that this action was not in accord with what was said in a previous meeting held on October 22, 1968.

On October 22, 1968, Bill Brown, C. T. Keasey and J. H. Walker of OSHD met with Mr. Page on the project and Mr. Page was advised that the State desired to at least get the asphalt treated base layed this year in order to provide a satisfactory winter roadway for the traveling public. He was advised that any further paving would be allowed only if weather conditions would permit and this would be governed by the specifications of the project.

On December 2, 1968 as a consequence of Mr. Page's November 22 letter, Messrs. Bill Brown, C. T. Keasey and J. H. Walker again met and went over the project in order to view the conditions as they existed at that time. About a half days paving remained to complete two lanes of asphalt treated base. There were three areas where a small amount of grading, completion of base rock and pavement widening would be desirable to complete prior to winter shutdown. In addition, there were numerous spots of segregation of the asphalt treated base that would require a fine mix patch in order that they could withstand the traffic. There also were areas on higher fills where guard rail or delineation would be of benefit.

After discussing these prevalent conditions and also the existing weather which was colder and most of the time wetter than was allowable by specifications for paving, a meeting was held with the following personnel in attendance:

Mr. Selmar Hutchins	Prime Contractor
Mr. Wayne Hutchins	Son of Prime Contractor
Mr. Ted Reid	Reid Construction Co., Subcontractor
Mr. Dick Reid	Reid Construction Co., Subcontractor
Mr. Frank Bursin	Page Paving Co. Supt., Subcontractor

Mr. Bill Brown	Resident Engineer, OSHD
Mr. C. T. Keasey	Division Engineer, OSHD
Mr. J. H. Walker	Field Construction Engineer OSHD

The contractors and their personnel present were advised that we definitely wanted to complete the asphalt treated base work including what necessary patching was in order. Also, we would like to have the three areas where some grading, surfacing and paving was needed to be completed if possible. As to any further paving, we advised that we did not consider the existing weather or time of the year conducive to satisfactory paving; however, that allowance of paving would be strictly controlled by the specifications if any could be done. It was pointed out that the recent weather when not raining or when pavement was wet was such that the time between the specified 40° and rising temperature and the 50° and falling temperatures was of very short duration if existent at all. The contractor was also advised that the placing of guard rail would be preferred and he was reminded that he had a definite safety obligation until the roadway was completed. With this, the meeting ended.

The next morning Bill Brown and myself went over the project again to obtain additional data and pictures. While doing this, Mr. Frank Bursin, Superintendent for Page Paving Company, contacted and advised us that he had been in touch with Mr. Emerson Page and that they would complete the work as outlined at the meeting and then that Mr. Page believed that under the present conditions it would be best for all concerned if the paving was discontinued for the winter season. With this, we agreed and said we would plan accordingly. One other item was discussed. Mr. Bursin stated that they would be bothered next year in the area called the desert by paving under traffic which they had not planned on doing when the job was bid. He asked that we move traffic back on the old road for a short period of paving in this area. We advised that this would be considered.

It is thought the following will have the effect of standing behind our October 22 agreements, that it will accomplish what we wanted and that it will deter Mr. Page from having any legitimate cause for claims as indicated in his letter.

Conditions as they existed on this project as of December 3, 1968 A.M. are as follows:

Length of Project	8 Miles
Completed - Top lift, base lift and ATB	1.1 miles
Completed base lift of AC and ATB	.8 mile
Completed ATB	6.1 miles
Completed to 2-lane width total	8.0 miles

The attached pictures show incompleted areas of the project.

Guard rail and most shoulder paving remains to be done throughout the project.

Bill Brown has been asked to make a summary of the work to be done on his weekly report.

John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc: F. B. Klaboe
G. E. Rohde
C. T. Keasey
Bill E. Brown
John A. Bond

RECEIVED
DEC 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION . . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE 585-2686

November 22, 1968

Klaus

S.A. Hutchins & Associates
P.O. Box 190
Sutherlin, Oregon 97479

&

The Engineer
Oregon State Highway Department
Salem,
Oregon 97310

Routing DATE 11-25-68

Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
NOV 23 1968
CONSTRUCTION DIVISION

Peaso
Swan
Glenn
Litchfield

Re: Brownsboro-Hanley Ranch
Contract # 7062

Gentlemen:

We have been advised this date by Mr. Bill E. Brown, Resident Engineer and Mr. C.T. Keasey, Division Engineer that after the ATB is placed no more paving will be allowed this year. This is not in accordance with the meeting with members of our firm and the OSHD on October 22, 1968.

Notice is hearby given that this autocratic action is an action outlining our method of operation and is not within the appropriate specifications.

You are consequently advised that we will seek recovery of additional costs and damages resulting from the action of those concerned.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:kd
cc: Norman Kobin

RECEIVED
NOV 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1968

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION . . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE 585-2686

S-237(10)
7062

December 3, 1968

S.A. Hutchins & Associates
P.O. Box 190
Sutherlin, Oregon 97479

&

The Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Brownsboro-Hanley Ranch
Contract # 7062

NOTES
F. B. KLABOE

Gentlemen:

We were advised by you this December 2, 1968 that the Oregon State Highway Department planned to route traffic through the entire project upon our completion of the ATB. The traffic is presently being routed over partial sections of the "new" portion and also over the "old" route. This latter routing has been in operation since the first part of August, with apparently no hardships on the part of the travelling public.

You are aware that the ATB suffered due to the traffic. Consequently, we feel that all possible traffic be kept off this phase of the surfacing until all the surfacing sequences are completed. We feel that opening of the area from sta. 750 to sta. 870 is not necessary since the traffic is using the old highway in much the same manner it has for many decades.

You are hereby advised that we will not be liable for any ATB or A.C. maintenance caused by traffic. We will also look to you for additional compensation if we are required to pave under traffic between sta. 750 and sta. 870.

12-4-68
Copy to Morgan
Ref: FBK 2606

RECEIVED
DEC 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:kd

RECEIVED
NOV 15 1968
FOR FILING

CANTEL OF MEDFORD
SPECIALIZING IN TRAFFIC CONTROL DEVICES
1383 ROBERTS ROAD MEDFORD, OREGON 97501
TELEPHONE AREA CODE (503) 773-2765

S-239(10)
1062

November 12, 1968

Oregon State Highway Dept.

Highway Building

Salem Oregon 97310

RE: CONTRACT NO.7062

Dear Sirs:

Thanking for your letter of reply november 7, 1968.

We have received partial payment on the S. A. Hutchins account.

We feel it will not be necessary to file our letter as a claim at this time. However, if we have any difficulty in the future on this account, we will notify you at ~~this~~.

Thanking you again for your cooperation.

Very truly yours,

Bill Miller

Bill Miller
President and Manager

BM:JM

RECEIVED
NOV 14 1968
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

~~EQUIPMENT MEETS NATIONAL CODE~~

NOTED
C. W. HEAD

RECEIVED
NOV 8 - 1968
FOR FILE:
S-2371.10
1112

November 7, 1968

Cantel of Medford
1585 Roberts Road
Medford, Oregon 97501

Attention: Mr. Bill Miller
President and Manager

Gentlemen:

This is to acknowledge receipt of your letter of November 4 advising us that S. A. Hutchins owes you for barricades and signs rental in the amount of $1,220.98.

This appears to be in reference to S. A. Hutchins & Associates Construction Company Contract No. 7062 for grading, paving, and structures on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern Corporation, Failing Building, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. In order to protect your claim under the bond, it should be filed with the Secretary of State within 6 months after the acceptance by the State Highway Commission. However a claim may be filed at any time. Please let us know if you want us to file your November 4 letter as a claim.

It is hoped that the bituminous base pavement can be completed soon so it may be used for winter traffic. The top lift probably won't be completed until next season due to weather conditions.

Our Construction Division advised us that this contract was approximately 77 percent complete as of November 1, 1968. The estimated completion date is June, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

Noted on card in pencil — C.R.

CANTEL OF MEDFORD
SPECIALIZING IN TRAFFIC CONTROL DEVICES
1585 ROBERTS ROAD MEDFORD, OREGON 97501
TELEPHONE AREA CODE (503) 773-2765

State Highway Dept.
Salem, Oregon

11/4/68

Sirs;

Would you please furnish us with some information on the job being done by S. A. Hutchins of Sutherlin on Hwy 140. The job seems to be at a standstill. We have a considerable amount of Barricades & Signs rented to Hutchins for that job, and to this date they owe us $1220.98.

The job seems to have been ready for paving for some time now and we wonder why the paving company has'nt moved in to complete the job.

Please send your reply as soon as possible, as we want to take steps to secure our money if necessary.

Sincerely,
Bill Miller
Pres-Mgr.

RECEIVED
NOV 6 1968
OREGON
STATE HIGHWAY COMMISSION

EQUIPMENT RENTAL NATIONAL CODE

[IMPRINTED
SEP 19 1967
FOR FILING

S-237(10)

7062

August 25, 1967

S. A. Hutchins and Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for grading, paving and structures on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County for the sum of $1,619,481.90 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7062. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 7, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

L. R. Chandler
Bill Brown
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

<9.01-C Lumpb

7062 S-239(10)

RECEIVED JUL 10 1967 FOR FILING

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7/6/67

BY (Signature): Mr. Young's June 19 & 26, 1967 letters

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 978 THRU 979

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
978	S-239(10) - 7062	7.930	2,350,000	1,480,000	Brownsboro-Hanley Ranch	Gr., Pave., 5 Struc's.
979	S-488(2) - 7069	0.019	75,000	45,000	Wallowa Creamery Br. (Wallowa River)	1 Struc.
	Totals	7.949	2,425,000	1,525,000		

OTHER IDENTIFICATION AND/OR REMARKS (State)

NOTED
F. B. KLABOE

REMARKS (Division)

Item 979 is classified as a Safety Improvement Project.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		July 5, 1967	A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15366-P66

2-26

RECEIVED
JUN 29 1967

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

5-239(10)

7062

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. Box 3503
PORTLAND, OREGON 97208

Routing

Morgan	Poss
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

June 27, 1967

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

6/28/67

Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (4)

ROK/dm
nn

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
JUN 26 1967

FOR FILING
S-239(10)
7662

J B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1967

To: Mr. L. H. Young
Office Engineer

BUILDING

L

SUBJECT: Right of Way Status
FAS (10) Project
July 27 Bid Opening

On the following FAS project all right of way or right of entry has been acquired except for the following files:

Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County: Grade, Pave and Str.

File Nos.	40669-Payne	40683-Marsters
	40670-Wies	40684-Bott
	40671-Hansen	40685-Walch
	40763-Woolfolk	40687-Osterman
	40675-Stover	40688-Bloomberg
	40676-Heath	40689-Coonan
	40677-Bradshaw	40691-Charley
	40678-Charley	40692-Sidley
	40680-Stanley	40693-Damon
	40682-Owen	41391-Woolfolk

We are actively negotiating on the above files; however, should negotiation fail, we will have possession and the property will be available for contractor's use prior to our request for Bureau of Public Roads' concurrence in award on these files and files previously acquired.

The contractor should be held off the following property until after September 25, 1967, which is the date of a condemnation trial, and it is necessary that the jury view the property. Following the trial the contractor will need to remove the improvements.

File No. 40420-Durkin house and garage

In addition to removing the building noted above, the contractor shall also be required to remove the barn identified as follows:

File No. 40682-Owen Barn

All rights of entry and rights of access have been acquired and relocation advisory assistance has been offered where necessary.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CE
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-19-67

FEDERAL-AID P

(PPM 2

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	SR 140 Brownsboro E. 7.93 Mi. 21 65	ADT	1,100	2,100 (66) (70)	87 (71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Gr., Dr. High-Type Pave. 5 Bridges 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Jacks
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 288

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		SR 140 Brownsboro E. 7.93 Mi. (Brownsboro-Hanley Ranch Section)			
5					ROW					
5					CONST (CODE)			7.93	2,350,000	1,480,000
							PROJECT TOTALS	7.93	2,350,000	1,480,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

7062

1

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-19-67

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	1,100	2,100 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	978 (14)(18)

ROUTE (68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
						S-	239(10)			

COUNTY NAME: Jackson — CODE: 029 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 288 (32) — STATE: 270 (36)(37) — U.S.: (41)

	MILES (54)(56)	TOTAL ESTIMATED COST (58)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
						Gr., Dr. 2-12' lanes High-Type Pave. with 8' shldrs. 5 bridges length 345', HC 40' to 48'.
						ROW - 85' minimum; Access Control - partial; Parking Restrictions - none.
	7.93	2,350,000	1,480,000	870,000		
JECT TALS	7.93	2,350,000 (10)(23)	1,480,000 (24)(33)	870,000		

REMARKS: Relocation assistance complied with where applicable.

USCOMM DUSCOMM-DC 48903-P61

BROWNSBORO-HANLEY RANCH SECTION

PROJECT S-239(10)

Existing Facility

Roadway: 18' to 20' bituminous surface with 2' shoulders constructed under Projects FAS 239C, 1938 and FAS 239E, 1958.

Structures: One timber span bridge 30', HC 23' (School House Cr.),
One timber span bridge 51', HC 23' (Lick Creek),
One RCDG bridge 50', HC 26' (N.Fk. Little Butte Cr.),
One RCDG bridge 84', HC 26' (N.Fk. Little Butte Cr.).

Adjacent Sections

West End: Same as existing.
East End: Connects with Project S-239(7).

Project Data

Grade and drain, 2-12' lanes high-type pavement with 8' shoulders. Five prestressed concrete slab bridges as follows:

School House Creek	Length 65', HC 40'
Lick Creek	Length 80', HC 40'
Salt Creek	Length 80', HC 40'
Long Branch Creek	Length 55', HC 48'
N.Fk. Little Butte Cr.	Length 65', HC 40'

Approximately 3.94 miles of the project is being constructed on new location and the balance on existing location with improved horizontal and vertical alignment.

System Action, Airports, Water Development, Railroads - None involved.

Public Hearing - Not required.

RECEIVED
MAY 19 1967
NOTED
R.L. PORTER

P

Maps 8B-1-15
8B-1-16

S-239(10)

1 Desc. to R/W 10-18-66
"70627 " " 12-9-66
8 " " 12-12-66

Brownsion Hanley Ranch

The following revisions were made on April 25, 1967

	File		
1.	40669	Easement	No change of R/W area
2.	70	℄ desc. changed	" "
3.	71	" "	" "
4.	72	" "	" "
5.	73	Easement added	" "
6.	74	" "	" "
7.	75	℄ desc. changed	" "
8.	76	" "	Area changed
9.	77	" "	" "
★ 10.	78	" "	" "
11.	79	~~File cancelled~~	
12.	80	℄ desc. changed	" "
13.	81	Easement added	No change of R/W area
14.	82	℄ desc. changed	" "
15.	83	" "	" "
16.	40684	Easement added	" "
17.	40689	" "	" "
18.	40692	" "	" "
19.	93	" "	" "
20	41391	" "	" "

} ℄ shifted

★ Property owner objected to channel change which caused line to be moved.

Note: Easements for irrigation ditches were added because of anticipated condemnations.

Note: Only 4 Files had a revision of the R/W area.

RECEIVED
JUN 7 - 1967
FOR FILING

A + R [redacted] 464
Agenda 4Q

S-239(10)
7062

May 4, 1967

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway abandonment agreement covering the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: Mainor C. Holmes
(Conformed Copy)

RECEIVED
MAY 3 - 1967

FOR FILING

S-237(10)

7662

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1967

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon 97470

ATTENTION: Mr. J. B. Boyd

SUBJECT: Irrigation Easement
C. & L. Stanley & D. Perry Property
File No. 40680
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway

Please refer to your letter of April 7, 1967 on the above matter.

This easement was apparently overlooked but has now been placed on the right of way map.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

cc F. B. Klaboe

RECEIVED
MAY 03 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1967
FOR FILING
S-239(10)
7062

April 19, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 25 Commission meeting will be a throughway-abandonment agreement with Jackson County for the Grants Pass-Hanley Ranch Section of the Lake of the Woods Highway.

This agreement provides for construction and maintenance of the project by the State, within the right-of-way limits of the project, and covers right-of-way acquisition, grading, base, paving and structures.

Further provisions are made for utility relocation, road closure, and abandonment to Jackson County of a portion of the existing alignment lying adjacent to the relocated Highway. Upon completion of the project, the County will assume all of the State's right, title, and interest in the existing alignment and will maintain it at the County's sole expense. This will relieve the State of approximately two miles of highway maintenance.

This section is tentatively scheduled for the July 27, 1967 bid letting and is estimated to cost approximately $2,350,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
H. S. Cox
C. H. Maison
F. D. Morgan
Ivan Merchant
L. H. Young

L. R. Chandler MCH:nr jw

RECEIVED
APR 20 1967

SP 23657-734

FORM
S-239(10)
7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1967

SUBJECT: Private Landing Field
J. & L. Coonan Property
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway
R/W File No. 40689

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. Carl M. Williams

This is to acknowledge your letter of April 14, 1967 on the above subject. We recommend that this matter be handled during right of way negotiations and the property owner be responsible for finding a new site for his proposed airstrip.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

cc F. B. Klaboe

RECEIVED
APR 20 1967

FORM E-30X—50M—7-66

SP*23657-734

S-239(10)

7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1967

SUBJECT: Brownsboro-Hanley Ranch
Lake of the Woods Highway
C. & L. Stanley and D. Perry
R/W File No. 40680

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. Carl M. Williams

Reference is made to your letter of April 13, 1967 concerning our proposed construction and the possible conflict caused by our fill in a former overflow channel on the above property.

From the information we have in the location survey, we fail to see that there is an overflow channel between their house and the existing highway. The driveway from our highway to their house is about the same elevation as the 1964 high water. This forms a dam across this overflow channel. If the water does get above this driveway then it will soon reach their house and also go over the highway. We believe the low area westerly of their house will mostly be covered by backwater.

We do recommend that the fill slopes in this area be built on a 2:1 slope and either be constructed of rock or protected by rock slope protection. We do not recommend a line change for this area. We are reducing the right of way for the difference in a 2:1 slope and a 4:1 slope.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

cc F. B. Klaboe

RECEIVED
APR 20 1967

FOR FILING
5-239(10)
7062

SP 23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1967

SUBJECT: Brownsboro-Hanley Ranch
Lake of the Woods Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. P. E. Masterson

In response to your teletype request, we have prepared an estimate at Station 736+50 to be used as a cost to cure for the loss of a ford for the Welch property. We also took the liberty of laying out and estimating a plan for replacing the existing ford. This we offer as a solution to the problem since this plan would cost so much less than the plan with the bridge. If this idea is a feasible solution, it should be investigated in the field to see for sure if the creek is fordable in this area.

Please note the bridge plan estimate is made in two parts. One to get from our highway just acros s the creek and the other from the creek to the barn.

Enclosed are prints of our plans, profiles and estimates.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

RECEIVED
APR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Brownsboro-Hanley Road Unit Road Approach 756+50 Rt
Highway Lake of the Woods County Jackson Prefix 115-1447
Length _____ Designer _____ Draftsman _____ Date _____
Signed _____ Title _____

Sta 0+20 to 2+40

Grading & Drainage		$ 193.00
Surfacing		$ 246.00
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 439.00
+ 20% Engineering and Contingencies		$ 88.00
Structures		
16'x63' Log Stringer Bridge	$ 10,000.00	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ 10,000.00
Right of Way		$ _____
Total Estimated Cost		$ 10,527.00

OR..GON STATE HIGHWAY DEPARTME..T
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Brownsboro - Hanley Unit Road Approach 736+50 Rt
Highway Lake of the Woods County Jackson Prefix 115-1417
Length ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Sta 0+00 to 2+40						
Clear & Grub	All				All	50
Exc. needed to make Emb	c.y.	200	20	220	0.65	143
Base Rock	Ton	95	10	105	1.75	184
3/4"-0	Ton	28	2	30	1.85	56
Watering	M-Gal	2	-	2	3.00	6
						439
				20% E&C		88
						527

Total ____

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Brownsboro - Hanley Ranch Unit Road Approach 736+50 Rt
Highway Lake of the Woods County Jackson Prefix 115-1417
Length _____ Designer _____ Draftsman _____ Date _____
Signed _____ Title _____

Grading & Drainage	Sta 2+40 to 5+70	$ 237.00
Surfacing		$ 506.00
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 743.00
+ 20% Engineering and Contingencies		$ 149.00
Structures		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ _____
Right of Way		$ _____
Total Estimated Cost		$ 892.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Brownsboro-Hanley Rd. Unit Road Approach 736+50 Rt
Highway Lake of the Woods County Jackson Prefix US-1442
Length ____ Designer ____ Draftsman ____ Date ____

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Sta 2+10 to 5+70						
General Exc	C.Y.	330	35	365	0.65	237
Base Rock	Ton	196	19	215	1.75	376
3/4"-0	Ton	58	6	64	1.85	118
watering	M-Gal	4	-	4	3.00	12
						743
			20% E&C			149
						892

Total ____

Salt Creek

Co. Rd. R/W ±

Const. Type II Fence

S 45°26' E.

(S 46°57' E R/W Mon)

Toe Fill Slope

731+90.25 P.T.

Sta 0+20 to 2+40
Grade & Surf $ 527
Structure $ 10,000
Total Cost $ 10,527

R. Walch
25 (P. 225

Brownsboro - Hanley Ranch
Road Approach 736+50 Rt

738+50-739+83
Const. Guard Rail

Prop. R/W

Const. Detour Rt.

46'W x 25'L.

100 Const. Rd. Appr. Et.

Abut. 1 & 2
12" Conc. Pipe x 39'

NOTE
Const. Detour Lt. side
Proposed Bridge
Inst 2-48" Culv. Cost
Incl. in Estimate

Sta 2+40 to 5+70
Grade & Surf $ 892
Total Cost $ 892

City of Medford
Vol. 145 P. 10

Barn

Shed

Pump

Well

HW 72.0

Calc. R/W Cor.

Const. Rd. Appr.

Lt. Const. Rd. Appr.

Lt. 743+59.92 Post
Lt. 743+39.92

Salt Creek

Co. Rd. R/W ±

1675

1600

Const. Type II Fence

S 45°26' E.

(S 46°57'E R/W Mon)

Toe Fill Slope

Shed

Pump

Well

HW 72.0

City of Medford
Vol. 145 P. 10

(200')

Barn

500' Spiral
S=7°30'
a=0.6

Long

N. 286,000

1328021

Toe

100'

75'

0 to 2+40
Surf 527
10,000
Cost 10,527

738+50-739+83
Const. Guard Rail

Proposed R/W

Const. Guard Rail - 1450

Toe Fill Slope

60'

400

Sta 2+40 to 5+70
Grade & Surf 1892
Total Cost 1892

NOTE
Const. Detour Lt. side
Proposed Bridge
Inst 2-48" Culv. Cost
incl. in Estimate

46'W x 25'L.

100 Const. Rd. Appr. Rt.

Abd. Irrig. 12" Conc. Pipe 39'

Sta 2+40 to 5+70
Grade & Surf 1892
Total Cost 1892

Barn

Shed

Irr. ditch

PI 737+25.32
PI 737+25.32

Lt. 743+59.92 Pvt.
Ct. 743+39.92 Rt. (12' Rt.)

1 Rt. Const. Rd. Appr.

s boro - Hanley Ranch
pproach 736+50 Rt

℄

7'

7'

2'

1½:1

1½:1

6" Base Rock

Typical Sect

℄

-4%

-6%

+3.5%

Ground

16'x63'

1560

1550

0400=
L736+50

1

2

3

4

5

6

Road Approach Rt.

℄

1½ : 1

1½ : 1

6" Base Rock

TYPICAL Sect

℄

-4%

-6%

+3.5%

Ground

16' x 63'

1560

1550

0400=
L736+50

1 2 3 4 5 6

Road Approach Rt

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Dawnsboro - Hanley North Unit Road Approach 7+10+00 Rt
Highway Lake of the Woods County Jackson Prefix 115-1447
Length _____ Designer _____ Draftsman _____ Date Apr 1967
Signed _____ Title _____

Grading & Drainage		$ 889.00
Surfacing		$ 850.00
Extra Work		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
_____	_____	
Total Extra Work		$ _____
TOTAL		$ 1739.00
+ 20% Engineering and Contingencies		$ 348.00
Structures		
_____	$ _____	
_____	_____	
_____	_____	
_____	_____	
Total Structures		$ _____
Right of Way		$ _____
Total Estimated Cost		$ 2087.00

OR. ON STATE HIGHWAY DEPARTME. T
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Brownsboro - Hanley Unit Road Approach 740+00 Rt
Highway Lake of the Woods County Jackson Prefix 115-1417
Length ____ Designer ____ Draftsman ____ Date Apr. 1967

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clear & Grub	All				All	50
General Exc	C.Y.	1173	117	1290	0.65	839
Base Rock	Ton	526	33	559	1.75	628
3/4"-0	Ton	97	10	107	1.85	198
Watering	M-Gal	7	1	8	3.00	24
						1739
						348

Total ____

Salt Creek

Co. Rd. R/W

Const. Type II Fence

S.N. 26 E.

(S 46° 57' E Rim Map)

Toe Fill Slope

20 to 2+40

Brush

738+50 to 739+02
Const. Guard Rail

Proposed Bridge
46'W x 25'L.

100 Const. Rd. Appr. Rt.

Abt. 11'-0"
12" Conc. Pipe 39'

NOTE
Const. Detour Lt. Side
Proposed Bridge
Inst 2-48" Culv. Cost
Incl. in Estimate

Sta 2+40 to 5+70

Grade & Surface
A2087

City of Medford
Vol. 145 P. 10

300' Spiral
S=7°30'
Q=0.6

Long

Top

Toe

Guard Rail

Prop. Const. Rd. Appr.

Lt. 143+59.92 Just
Ct 143+59.92 Ft. (12" Pipe)

Barn

Shed

Pump

Fence

Creek Ditch

Ditch

Pipe

Tank

Pole

Elec. Pole

Fence

Gate

Road

Trail

Pasture

Meadow

Timber

Brush

Rock

Water

Power Line

Telephone Line

Contour

Property Line

Right of Way

Section Line

Quarter Line

Center Line

Edge of Pavement

Shoulder

Ditch

Culvert

Bridge

Guard Rail

Corr. Survey Ditch & C Line

Salt Creek

Co. 2d. 2/4 ±

1600

1675

Const. Type II Fence

735

745

740

Barn

Shed

Pump No.

Well

Swamp

HW 72.0

City of Medford
Vol. 145 P. 10

(206)

(200)

100'

70

50'

S. 15°26' E.

(S. 46°57' E. Rim Mon.)

Toe Fill Slope

Sta 0+20 to 2+40

731+90.25 P.T.

R. Walch
25 P. 225

Brush

738+50 739+03
Const. Guard Rail

Guard Rail

1450

Proposed Bridge
46' W x 25' L.

100 Const. Rd. Appr. Rt.

Abandon 12" Conc. Pipe ±39'

NOTE
Const. Detour Lt. Side
Proposed Bridge
Inst. 2-48" Culv. Cost
Incl. in Estimate

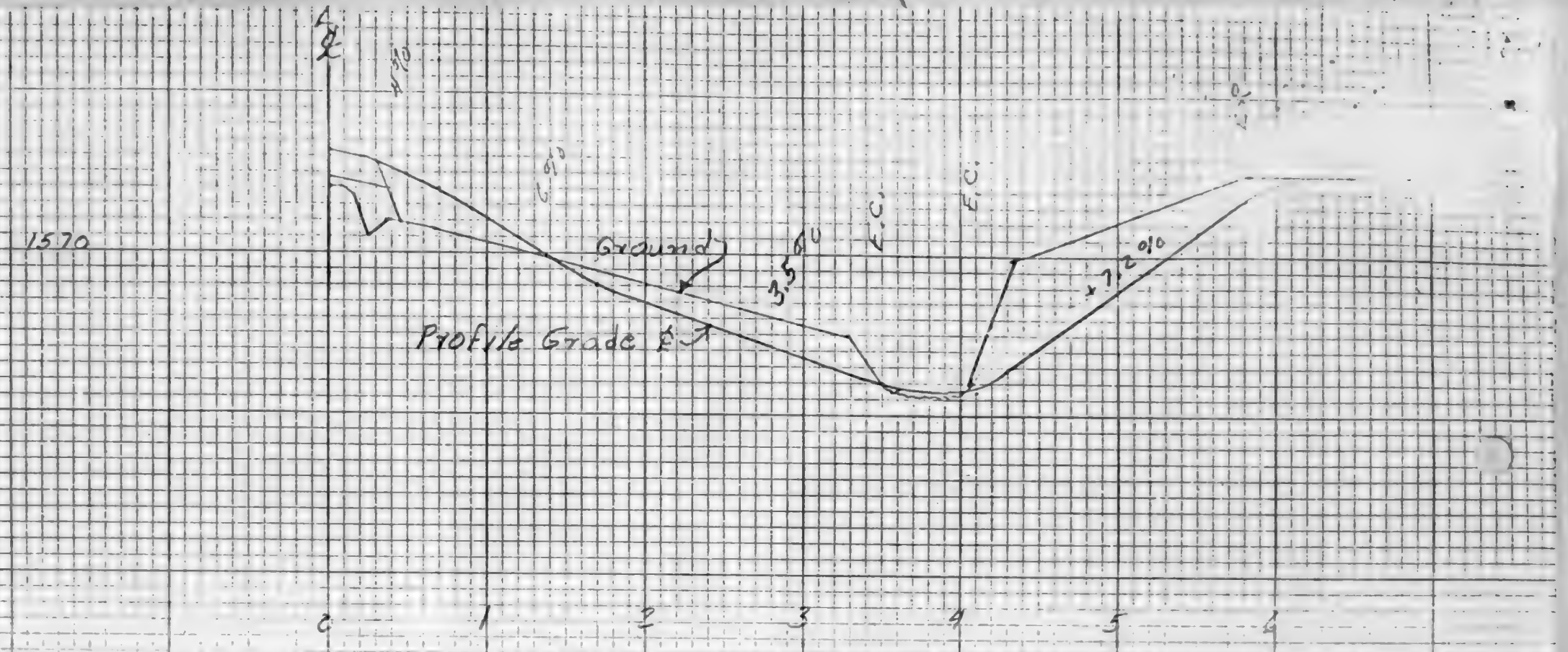
Sta 2+40 to 5+70

Rt. Const. Rd. Appr.

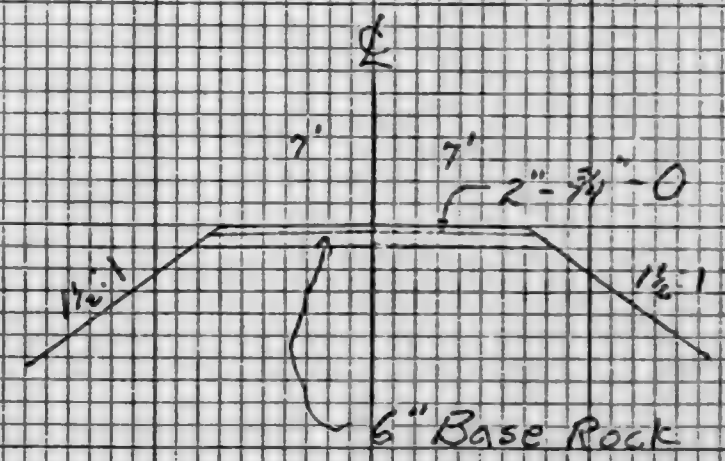
Grade & Surface
A2087

Lt 743+59.92 POT =
Ct 743+59.92 PST =

Brownsboro - Hanley Ranch
Road Approach 736+50 Rt

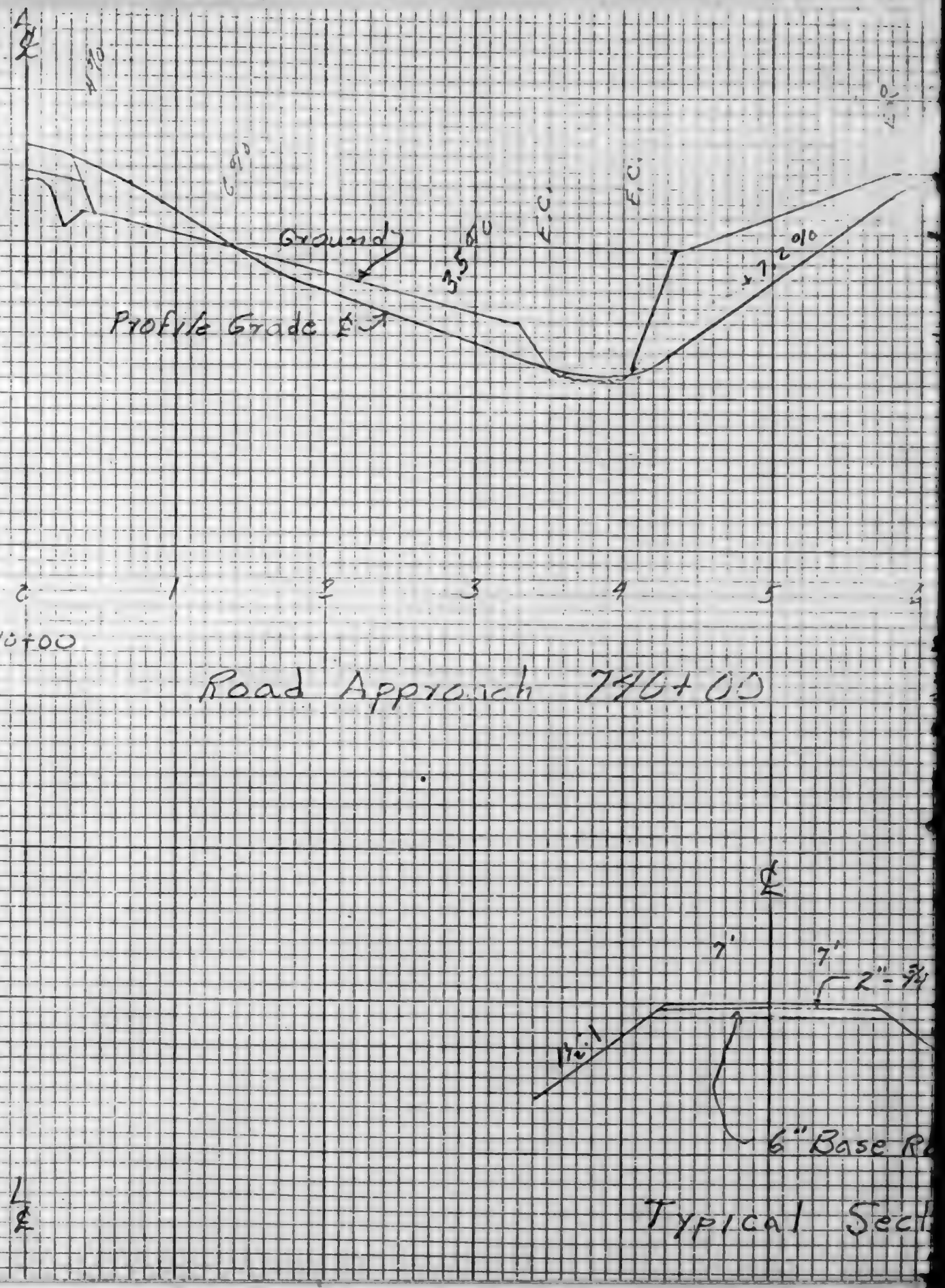


Road Approach 770+05



Typical Sect

℄


℄
1570
Ground
Profile Grade ℄ ↗
0+10
1+00
2+00
3+00
3+50
4+00
4+50
5+00
5+50
6+00
6+50
7+00
7+10
℄
7'
7'
2"-¾
1½:1
6" Base R
℄
'℄ 740+00
Road Approach 740+00
Typical Sect

RECEIVED
APR 11 1967

FORM E-30X—50M—7-66

SP*23657-734

FOR FILING

S-239(10)

7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1967

SUBJECT: Brownsboro-Hanley Ranch
Lake of the Woods Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. J. B. Boyd

Reference is made to your letter of March 28, 1967 concerning a proposed channel change on the L. Charley property. Upon completion of a study of this area, it is the recommendation of this office that any change in the existing stream be avoided. We have proposed a change in the alignment that accomplishes this. We are sending you a copy of this proposed line revision and the cross sections showing this proposal.

If there are no objections to this proposal by you or your Right of Way Supervisor, notify us and we will make this revision in the job.

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

NOTED
F. B. KLABOE
RECEIVED
APR 7 1967

SOILS and MATERIALS DIVISION
PAVEMENT BASE DESIGN

Page 1 of 4 Pages

Section [illegible] - Medford Vicinity Highway [illegible] (FAR 288) County JACKSON Prefix 115-1.4.7

Proj. Engr. L. D. Purdy Approx. Length [illegible] Miles. Sta. 509+50± to Sta. 926+50± Date 12-15-66

Traffic Index 7.4 Traffic Coefficient 8.0 IP all s.a. per day 121.9.

Mean Annual Precipitation 40"± (Lake Creek) Frost Penetration ---------.

Material Sold

Pit

SP MC

SP Pit

Gravel

SC Sand

SP Sand

Mulch

Clay

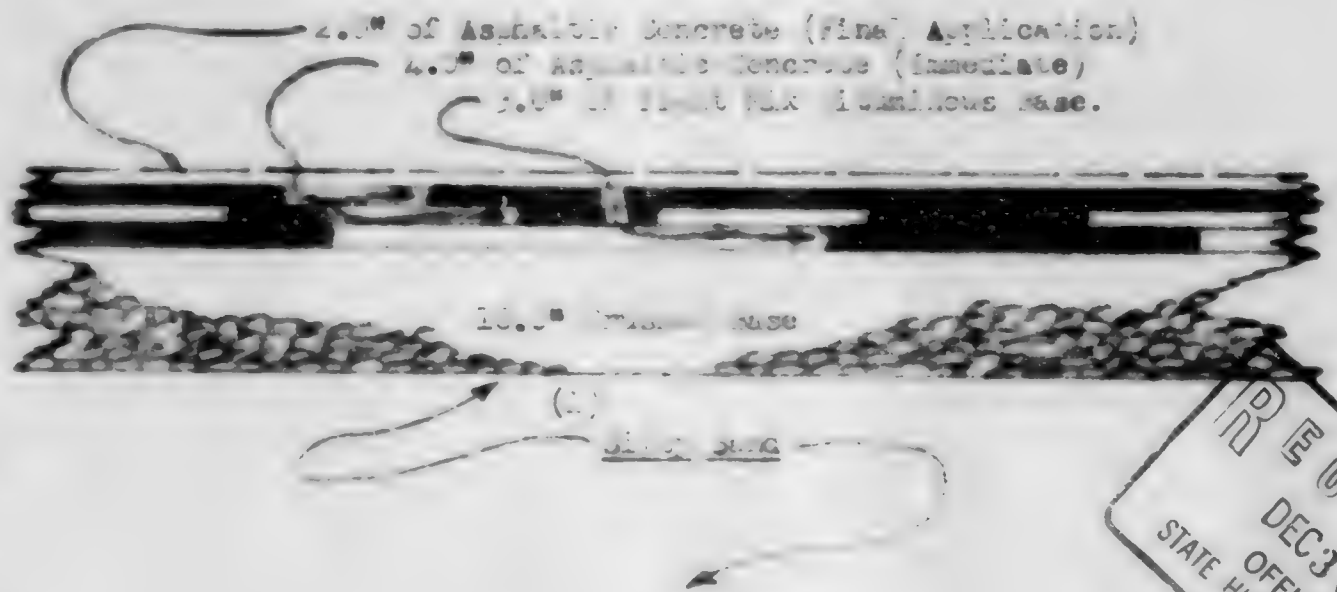
Any Volume

Pit Run

AASHO CLASSIFICATION:

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
3.0" of 1-inch Max. Bituminous Base.
10.0" [illegible] Base
(1)

Note: See page 2 for table of credits.

	CBR Total Req.	Credit	Actual Thick.	
Bituminous Surface, Asphaltic Concrete, Plant Mix		4.0	2.0	4.0
Bituminous Base		8.0	4.0	4.0
Aggregate Base		4.5	3.0	[illegible]
Subbase		10.0	[illegible]	[illegible]
	27.5	27.5	19.0	

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
[illegible] Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible]
Area Engineer

Submitted by [signature]
Staff Assistant

Recommended by [signature]
Engineer of Materials

Recommended by [signature]
Construction Engineer

Approved by [signature]
Asst. State Highway Engineer

BROWNSBORO - HANLEY RANCH
LANE OF THE WOODS HWY. (FAR 288)
JACKSON COUNTY

"Other Roads"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	CBE Total Requirement	Actual Thickness
30 - 90	3.5"	2.0"	15.0"	24.0"	20.5"
8 - 30	3.0"	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	=	0.8"	Crushed Base

SECTION [illegible] - EARLY ranch

HIGHWAY: Lake OF THE WOODS (PAR 288)

COUNTY: [illegible]

Traffic Analysis

(Calculation for Design Inflitment

Design Hour Study for Year: [illegible]

A. [illegible] (Present) (Y): 800 (Total)

B. [illegible] (Y): 1000 (Total)

C. Mean ADT: 1300 (Two-Way)

D. Design Ratio: 8.0 Percent

E. No. of Lanes: 2

F. Percent Trucks: 38 (Two-Way)

G. Trucks (in one Direction) @: .65 Equivalent Trucks = 57

A (C) 1300 = 117

Total = 174

H. % Trucks in Design Lane: 100 %

I. Trucks in Design Lane (H): 174 x (E) 100 % = 174

TRAFFIC COEFFICIENT, K (1) Ref.

where K = 1.0 x 4

8.0

SECTION: BROWNSMOND - HANLAY RANCH

HIGHWAY: LAKE OF THE WOODS (FAR 288)

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Considerations: See remarks
12. Municipal Preference, Participating Local Government Preference, and recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the major portion of the job will be on fill and minor subsidence is anticipated. For ease of restoration in these areas A.C. is recommended.

RECEIVED
SEP 30 1966
FOR FILING

S-239(10)
7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: J. & R. Durkin Property
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway

Forwarded herewith a letter and sketch requesting early pruchase due to the effect of the highway location but prior to the submission of the survey from the field. The survey has, however, been approved by the Commission. If this purchase is approved, a description will be prepared for the Right of Way Division and further action.

F. D. Morgan
Construction Engineer

By

Approved
F B Klaboe
Asst. State Hwy. Engr.

J. E. Morelock
Chief Locating Engineer

JEM:rw

Attach.

RECEIVED
OCT 3 1966
OF

copies to
Roadway
files
9-30-66

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 26, 1966

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: J. & R. Durkin Property
Brownsboro-Hanley Ranch Section
Lake of the Woods Highway

Attention Mr. D. J. Barbee

Transmitted herewith is a sketch showing (delineated in red) the J. R. Durkin property on the above subject property. The Durkins have requested early purchase of their property as they are planning to leave the area and because of the highway project, the real estate is not saleable. It is my belief that there is no other alternative to the present location in this area at this time and your consideration of this purchase is requested.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc Earl Purdy
L. W. Riley

RETURNED TO
Morelock
By Construction Engineer

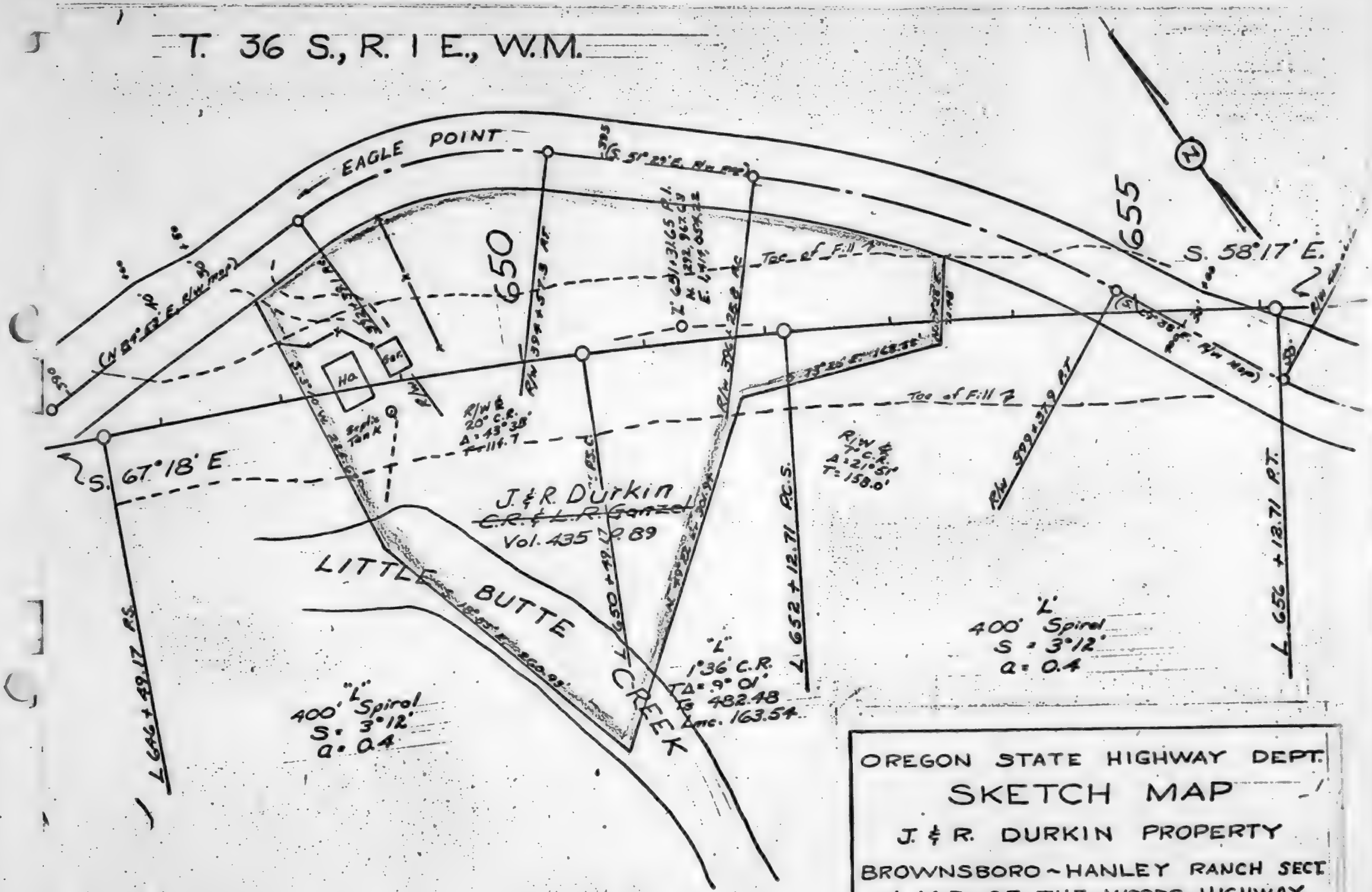
Routing

Morgan DJ
Decker
Bond
Barbee
Walker
Glenn
Swan

Peasc E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 28 1966
CONSTRUCTION
DIVISION

T. 36 S., R. 1 E., W.M.



OREGON STATE HIGHWAY DEPT.

SKETCH MAP

J. & R. DURKIN PROPERTY

BROWNSBORO ~ HANLEY RANCH SECT.
LAKE OF THE WOODS HIGHWAY
JACKSON COUNTY

SCALE: 1" = 100' SEPTEMBER, 1966

RECEIVED
DEC 8 - 1966
FOR FILING

S-239(10)
7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1966

SUBJECT: Brownsboro-Hanley Ranch Section
Lake of the Woods Highway

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Referring to your letter of July 21, 1966, work is proceeding as requested with field survey about 60% complete. Right of way taking near the reversing curves and Butte Creek has been re-examined for minimum taking and the grade rolled near the Owen property toward the requested connection. The work remains out of balance and considerable adjustment is necessary. About 30% of job is not yet cross-sectioned.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:rw

10-26-66
Plans in 1st part of November
FJK

12-5-66 Begin purchase R/W 2 wks. — FJK

FILED
AUG 26
STATE OF
HIGHWAY ENGINEER

RECONNAISSANCE

Brownsboro - Hanley Ranch Section

Lake of the Woods Hwy.

Jackson County

LAND USAGE COMPARISON

LAND USAGE	R-1	R-2 (Right of Way Taking in Acres)	R-3
Irrig. Pasture or Cultivated	43.0	33.7	28.7
Non Irrig. Cultivated	-	2.8	27.2
Non Productive	44.0	75.4	66.4
Total R/W Taking	87.0 Acres	111.9 Acres	122.3 Acres

Note: To be used with Reconnaissance data submitted March 14, 1966.

FORM E-30 30M 10-65 SP*23401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1966

SUBJECT: Brownsboro-Hanley Ranch
Lake of the Woods Highway
Jackson County

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

ATTENTION: Mr. J. E. Morelock

A reconnaissance investigation was made by Division 3 personnel for improvement of the Lake of the Woods Highway between Brownsboro and Hanley Ranch -- an approximate distance of 7 miles. A sketch map and a reduced profile are attached for the alternates considered.

R-1 alternate, the original reconnaissance covered in a report dated December, 1962, is the route proposed in the Location Prospectus. This proposal follows the existing facility more or less to Salt Creek; to develop reasonably good alignment; conflict with cultivated lands will be necessary. Alternates R-1 and R-2 both attempt to move the alignment out of these cultivated lands along the present highway.

The above alternates were based on 12-foot lanes having 8-foot shoulders with no consideration being made for salvaging the existing surfacing. 1982 ADT is estimated to be 1200 vehicles through this area.

A table of Physical characteristics and estimate of cost are appended.

W. H. Tebeau
Preliminary Studies Engineer

By
Victor A. Berning
Victor A. Berning

VAB:bjm
Attachments

BROWNSBORO-HANLEY RANCH
LAKE OF THE WOODS HIGHWAY
JACKSON COUNTY

PHYSICAL CHARACTERISTICS

B to C

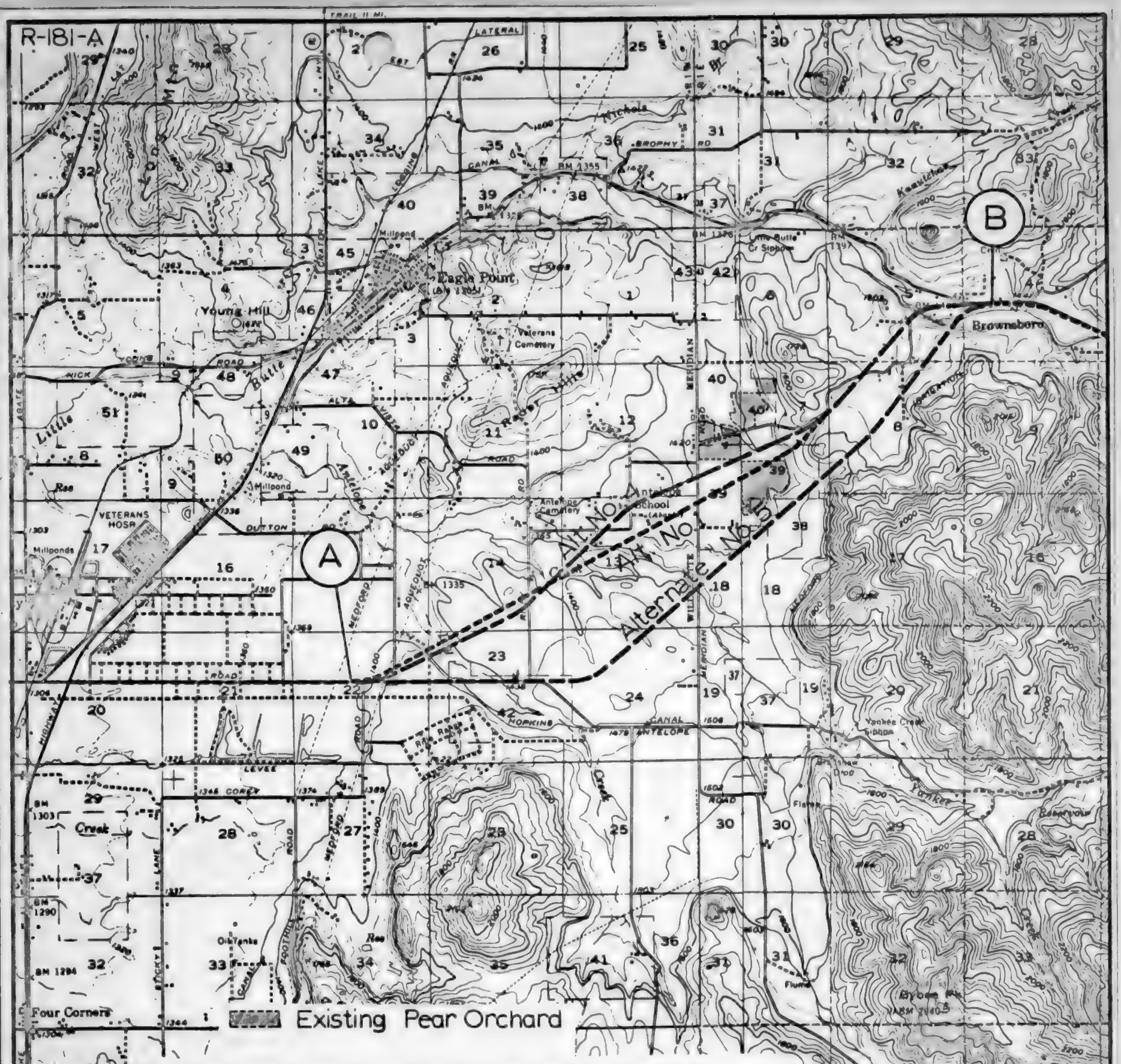
	R-1	R-2	R-3	R-4	R-5
Length, miles Constr.	6.87	6.83	6.71	7.2[illegible]	7.20
Total Central Angle	175°	150°	68°	[illegible]°	320°
Total No. of Curves	8	7	4	[illegible]7	1[illegible]
Maximum Curve	3°	4°	3°	6°	6°
No. of Max. Curves	3	1	2	2	[illegible]
Max. Central Angle, 1 curve	38°	38°	24°	48°	48°
Maximum Grade	5.2%	5.2%	5%	6%	6%
Length Max. Grade	1,600'	2,500'	1,200'	1,800'	1,800'
Length 3% Grade or Over	2,800'	6,800'	7,000'	2,700'	4,000'
Total Rise and Fall	433'	561'	651'	486'	478'
Highest Grade Elevation	1,824'	1,824'	1,824'	1,813'	[illegible],813'

R-1 + R-5 + R-1

COST SUMMARY

	$2.030.000				
Grading and Paving	~~$1,590,000~~	$2,190,000	$2,400,000	$1,310,000	$[illegible],[illegible]20,000
Structures	220,000	220,000	280,000	110,000	110,000
Right of Way	120,000	90,000	100,000	90,000	90,000
Est. Const. Cost	~~$1,930,000~~	$2,500,000	$2,780,000	$1,510,000	$1,820,000
	$2.370.000				

R-181-A



COMPARISON OF COSTS "A to B"

	Alt. No. 1	Alt. No. 4	Alt. No. 5
Length, miles	5.95	5.98	6.25
Grade and Pave	1,063,000	1,134,000	1,426,000
Structures	240,000	235,000	259,200
Right of Way	102,000	94,100	31,000
Est. Const. Cost	$1,405,000	1,463,000	1,716,000

BROWNSBORO-HANLEY RANCH
LAKE OF THE WOODS HIGHWAY
JACKSON COUNTY

PHYSICAL CHARACTERISTICS

"B to C"

	R-1	R-2	R-3	R-4	R-5
Length, miles Constr.	6.87	6.83	6.71	7.24	7.20
Total Central Angle	175°	150°	68°	448°	320°
Total No. of Curves	8	7	4	17	14
Maximum Curve	3°	4°	3°	3°	6°
No. of Max. Curves	3	1	2	2	1
Max. Central Angle, 1 curve	38°	38°	24°	48°	48°
Maximum Grade	5.2%	5.2%	5%	6%	6%
Length Max. Grade	1,600'	2,500'	1,200'	1,800'	1,800'
Length 3% Grade or Over	2,800'	6,800'	7,000'	2,700'	[illegible]'
Total Rise and Fall	433'	561'	651'	486'	[illegible]'
Highest Grade Elevation	1,824'	1,824'	1,824'	[illegible]'	1,813'

COST SUMMARY

Grading and Paving	$1,590,000	$2,190,000	$2,400,000	$1,310,000	$1,620,000
Structures	220,000	220,000	280,000	110,000	110,000
Right of Way	120,000	90,000	100,000	90,000	90,000
Est. Const. Cost	$1,930,000	$2,500,000	$2,780,000	$1,510,000	$[illegible],000

RECONNAISSANCE

Brownsboro - Hanley Ranch Section

Lake of the Woods Hwy

Jackson County

LAND USAGE COMPARISON

LAND USAGE	R-1	R-2	R-3	R-4
Irrig. Pasture or Cultivated	43.0	33.7	28.7	36.2
Non Irrig. Cultivated	-	2.8	27.2	-
Non Productive	44.0	75.4	66.4	18.2
Total R/W Taking (Acres)	87.0	111.9	122.3	54.4

Note: To be used with Reconnaissance data submitted March 14, 1966.

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Crossing - Wenaha Canal
Tucannon - Lyon Ferry
Model 1940

R 1

Sta	507	to 515	60' x 800	48,000 - 1.1	A @ 600		660
515	521	60' x 600	36,000 - 1.0	A @ 150			150
521	564	60 x 4200 - 252,000 + 60 x 3000 - 180,000					
		432,000 - 12.5 A @ 600					6300
		dump					2500
		dump					6000
564	590	60 x 5600 - 336,000 +		8.5 A @ 600			2880
		dump					1000
590	600	120 x 1000 - 120,000 +		2.1 A @ 600			1450
		dump					1000
		1 - 0 x 20					12 000
		dump					1450
600	640	120 x 4000	480,000 +	11.5 A @ 600			6900
		dump					2000
640	647	100 x 2.0	7 - 1.5 A @	100			200
						49	440
Plus	R10 R2					49	320
		total R 1				98	760

Form 7-33-3004

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Burnsides - Harney Ranch
Area - R1 & 2 total
mucky pipes

R2

507	515							660
515	538	2300	x 200	460 000	11A	@ 100	1	100
538	551	1300	x 200	260 000	6.2	@ 600	3	720
			dmp					300
551	620	6900	x 200	1,380,000	33.2	A @ 100	3	320
620	640	2000	x 160 =	320,000	7.7	x @ 600	4	620
			Damage					4000
640	647	700	x					200
							19	920
R1 and	R2							
647 &	687 & 5	1000	x 160	160,000	x24	15.2 AB	600	9 120
690 &	700	1000	x 162	32000		4.4	x 00	7 000
		dmp						7 000
		Damage						10 000
700	725	2500	x 160	128000	400000	x24	96.46	9 600
		Barn						3 000
725 &	818	9300	x 200	1860000	12	x	44.6 AB 200	9 000
				OR 1 & OR 2				49 320
R 2 total							69	240

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Brownsboro - Hamilton Ranch
Falcon - R/W Estimate
March / 1946

R-3

502 to 515		120 x 900 - 96,000 x 24		23.4	@	600	13	800
*		Damage					5	000
515 to 520		500 x 200 - 100,000 x 24		2.4	@	400		960
520 to 545		2500 x 200	50,000 x 24	12.0	@	100	1	200
~~545~~			Bam				1	000
545 to 590		4500 x 200	90 000	21.6	@	100	2	160
590 to 640		5000 x 200	100 000	24.	@	400	9	600
640 to 660		2000 x 200	40 0000	9.6	@	400	3	840
		Damage					2	500
660 to 665		2500 x 200	50 0000	12.0			1	200
665 to 673		800 x 200	16 0000	3.8		500	1	900
		Damage					2	000
673 to 690		1700 x 200	340000	8.1	@	200	1	640
690 to 703		1300 x 200	260000	6.2	@	300	1	920
703 to 707		400 x 200	80000	1.9	@	100		190
		dmg					1	000
707 to 734		2700 x 200	540000	12.9		600	7	740
		dmg					12	500
734 to 810		7600 x 200	1520000	36.4	@	200	7	200
		R-3	Total				77	350

RECONNAISSANCE

Brownsboro - Hanley Ranch Section

Lake of the Woods Hwy

Jackson County

LAND USAGE COMPARISON

LAND USAGE	R-1	R-2	R-3	R-4
Irrig. Pasture or Cultivated	43.0	33.7	28.7	36.2
Non Irrig. Cultivated	-	2.8	27.2	-
Non Productive	44.0	75.4	66.4	18.2
Total R/W Taking (Acres)	87.0	111.9	122.3	54.4

Note: To be used with Reconnaissance data submitted March 14, 1966.

RECEIVED
AUG 8 - 1966
FOR FILING

S-239(10)

7062

COPY FOR MR. Victor Wolfe
From Floyd Query, Secretary

R E S O L U T I O N

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of state highways:

a. Grants Pass-Country Club Road Section of the Williams Highway in Josephine County,

b. Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway in Washington County,

c. Geary Ranch-Green Springs Highway of the Lake of the Woods Highway in Klamath County,

d. Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway in Jackson County,

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, after due consideration of said surveys, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Grants Pass-Country Club Road Section of the Williams Highway, beginning at Highway Engineer's Station 9+20.16 near Union Avenue in the City of Grants Pass and extending in a southerly direction to Highway Engineer's Station 165+00 just south of the Country Club Road, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-212 and the date of May, 1966, (Right of Way Map No. 7B-16-17), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the Beaverton-Jamieson Road Section of the Beaverton-Hillsdale Highway, beginning at Highway Engineer's Station 79+90 at Jamieson Road and extending in a westerly direction to Highway Engineer's Station 148+00 between Broadway and Lombard Streets in the City of Beaverton, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-218 and the date of June, 1966, (Right of Way Map No. 7B-27-9), field notes and other engineering

RECEIVED
VICTOR D. WOLFE

July 14, 1966

data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1c. That the survey of the Geary Ranch-Green Springs Highway Section of the Lake of the Woods Highway, beginning at Highway Engineer's Station 107+34.86 west of Klamath Lake and extending in a southeasterly direction to Highway Engineer's Station 449+30.00 at the Green Springs Highway, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-224 and the date of July, 1966, (Right of Way Map Nos. 8B-36-5 and 8B-36-6), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1d. That the survey of the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway, beginning at Highway Engineer's Station 505+00.00 in Brownsboro and extending in an easterly direction to Highway Engineer's Station 926+45.00 just east of Peck Gulch, together with the map, which for identification purposes bears Survey Approval Map File No. 1R-4-227 and the date of July, 1966, field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed, the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of highways with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 14th day of July, 1966, as "Survey Resolution No. 313".

RECEIVED
AUG 9 - 1966

FORM E-20 50M 10-65 SP*23401-734

FOR FILE

S-239(16)

7062

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1966

SUBJECT:

To: MEMO TO FILE

On this date, Chairman Jackson approved Program X, with one change:

On the Lake of the Woods Highway, right-of-way is to be acquired from the Crater Lake Highway to Hanley Ranch; the construction scheduled for Brownsboro-Hanley Ranch.

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
AUG 17 1967

S-239(10)
7062

August 4, 1966

Jackson County Court
Courthouse
Medford, Oregon

agenda
M.O.A
July 14. 1966

Gentlemen:

The State Highway Commission at its meeting on July 14 adopted a survey concerning improvement on the Brownsboro-Hanley Ranch Section of the Lake of the Woods Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 313", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

jf

Attachment

7062

RECEIVED
JUN 10 1966
FOR FILING

FORM E-30X—80M—2-66 SP*23500-734

Const
R/W
Lake-of-the-Woods Loc

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1966

To: MEMO TO FILE

SUBJECT:

On this date, the Highway Commission approved the firm of Parsons, Brinckerhoff, Quade, and Douglas to design the Fremont Bridge in Portland. Release of information re this will be made only from the Administrative Office.

The Commission approved the dates of July 11-13 for its summer inspection trip and accepted the invitation of Judge Ogle of Lake County to attend a Buckaroo Breakfast on the morning of July 13. The Commission ordered that a suitable two-motored plane with pilot and co-pilot be at the Lakeview Airport on the afternoon of July 12 to return Commissioner Simpson to Portland.

Instructed the State Highway Engineer to meet with interested groups in Polk County re highway matters as requested by State Representative Joe Rogers.

Instructed the Engineer to proceed with the construction of the John Day Highway at Dayville on the bypass line.

Instructed the Engineer to meet with the Sherman County Court and the city officials of Wasco re improvement of Highway 97 at Wasco.

Instructed the Engineer to attempt to work out an acceptable solution to the sale of the old maintenance site at The Dalles.

Asked that naming of a state park for former Chairman of the Commission, Milo A. McIver, be considered at the next meeting.

Issued instructions that a hearing be held on the Hanley Ranch-Brownsboro section of the Lake of the Woods Highway.

FC:fn
cc H. L. Porter
Tom Edwards
Lloyd F. Shaw

Forrest Cooper
State Highway Engineer
F. B. Klaboe
Victor D. Wolfe

Inv Jackson Co. called Fred Jan Jackson the meeting that was postponed until further notice.

Cc to all & FC

7062

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1966

SUBJECT: Crater Lake Highway-Hanley Ranch
Lake of the Woods Highway

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

ATTENTION: Mr. D. J. Barbee

In response to verbal instructions from Mr. F. B. Klaboe, I have made an "armchair" investigation for two route possibilities for relocating the Lake of the Woods Highway between the Camp White vicinity and Lake Creek. The routes studied are depicted on the attached map.

Results of the study are tabulated below:

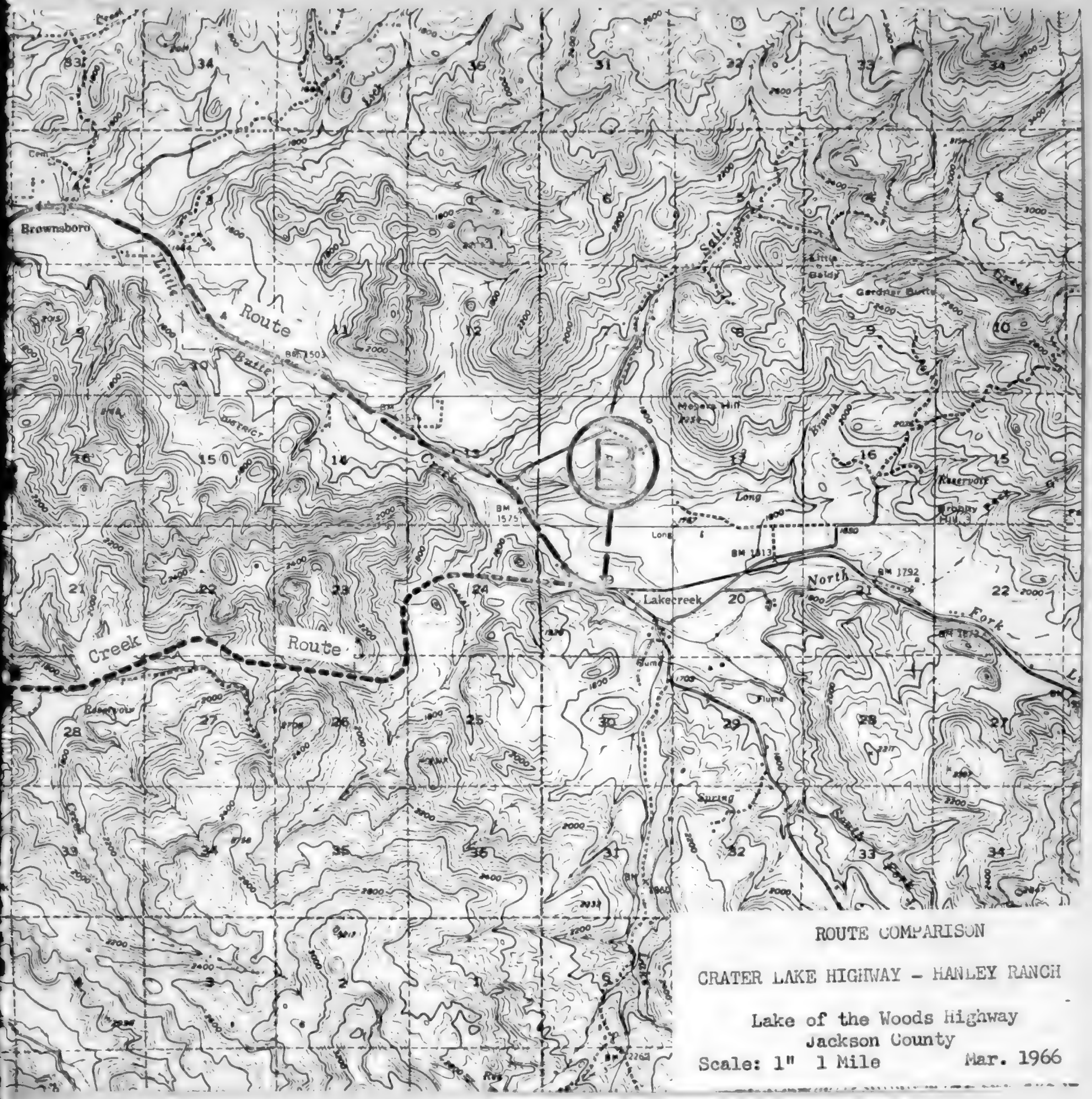
	Brownsboro Route	Yankee Creek Route
Length, miles	9.8	8.4
No. of Curves	11	9
Max. Gradient	4%	6%
Length Max. Grade	2,500	13,000
Total Rise and Fall	530	1,250
Summit Elevation	1,580	2,120
Est. Cost	$2,500,000	$4,500,000

The estimates shown were determined by prototype methods from a 1:62500 quadrangle map.

W. H. Tebeau
Preliminary Studies Engineer

WHT:bjm
Attachment

Eagle Point
Brownsboro
Brownsboro
Little Butte
Route
Yankee
Creek
Route
Antelope
Antelope School
Veterans Cemetery
Antelope Cemetery
Millpond
Millpond
Little Butte Cr Siphon
Kenwicke
Flume
Flume
Oil Tank
Oil Tanks
Res
Reservoir
Yankee Creek
Bybee Pk
BROPHY RD
DUTTON RD
HOPKINS
CANAL
ANTELOPE
ROAD
LEVEE
CANAL
ROAD
ROAD
ROAD



ROUTE COMPARISON

CRATER LAKE HIGHWAY - HANLEY RANCH

Lake of the Woods Highway
Jackson County
Scale: 1" 1 Mile Mar. 1966

315-1720 Talent (I St.) Sec. 1967
(Grading & Paving)
#7063

CIA 3.268

City of Talent

CITY HALL
P. O. BOX 445
TALENT, OREGON — 97540

April 9, 1968

NOTED
H. S. COX

RECEIVED
APR 10 1968
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein,
Field Engineer,
State Highway Department,
Salem, Oregon 97310

Dear Mr. Unrein:

I am sorry a copy of Jim L and Darrel Dawson's deed was overlooked when the others were sent to you. It is enclosed herewith.

After talking with our City Attorney yesterday, the Winkler guardianship has not been settled as yet. I am enclosing copies of letters in regards to same that I received in the past. We hope to get this matter settled in the very near future.

Sincerely,

Grace Millage

(Mrs.) Grace Millage,
City Recorder.

4-10-68
Copy of Deed & Letters sent

NOTED
RICHARD UNREIN

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

ROBERT D. DAMES
ATTORNEY AT LAW
GOLDY BUILDING
MEDFORD, OREGON 97501
TELEPHONE 772-8775
AREA CODE 503

June 19, 1967

RECEIVED
APR 10 1968
ENGINEER
COUNTY & CITY DIVISION

City of Talent
Mrs. Grace Millage
City Recorder
Talent, Oregon

Attention: Mrs. Millage, City Recorder

Re: I Street

Gentlemen:

Herewith please find a photocopy of a letter dated June 12, 1967 which I received from Mr. Brian E. Mullen, attorney for the Guardian of Walter R. Winkler. This letter speaks for itself.

It is my understanding that all of the deeds on I Street have been recorded except for the deed to the Winkler property.

The sliver of land in front of Winkler's property is very small. I am confident that the Guardian will execute the deed as soon as statutory requirements have been met and you will be able to do the same.

Yours very truly,

Robert D. Dames

Robert D. Dames

RDD:fs

Enclosure

NOTED
RICHARD UNREIN

NOTED

BRIAN B. MULLEN

Attorney at Law

SUITE 332 • MEDICAL CENTER BUILDING • MEDFORD, ORGEON 97501

AREA CODE 503
779-2944

REFER TO: 183-A

June 12, 1967

RECEIVED
APR 10 1968
ENGINEER
COUNTY & CITY DIVISION

Robert D. Dames
Attorney at Law
Goldy Building
Medford, Oregon

Re: Guardianship of Walter R. Winkler -
City of Talent

Dear Mr. Dames:

This is in response to your letter dated June 10, 1967, regarding the guardianship of Walter R. Winkler.

Petition for Sale of the property to the City of Talent was filed with the Circuit Court and the Court has set June 19, 1967, as the time for hearing on the Petition.

The statutory basis requires that the property be "sold" The sale agreement will be on the basis of the guardianship conveying the property to the City of Talent in return for the City agreeing to pave and widen the street and construct gutters, all to be done without any assessment to the estate.

The Citation has been served upon the ward and upon the person having custody of the ward.

I anticipate that on the basis of the foregoing, we will be in a position to deliver the deed to you after June 19, 1967.

Very truly yours,

BRIAN B. MULLEN

BBM:jw

NOTED
RICHARD UNR[illegible]

1967 SCA

NOTED
H. S. COX

Fred W. Hill, Member
Kolin

April 5, 1968

Mrs. Grace Millage
City Recorder
P. O. Box 445
Talent, Oregon 97540

Dear Mrs. Millage:

Thank you for your prompt action in forwarding copies of deeds and easement that the City acquired in connection with the 1967 Special City Allotment project on I Street in Talent.

We note that the following files were not included in your mailing:

41420-A W. R. Winkler
41420-E Jim L. and Darrel Dawson

Would you please advise us as to the status of these files.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

NOTED
HAROLD
REYNOLDSON

RU:mm
cc: F. O. Scott

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

City of Talent

CITY HALL
P. O. BOX 445
TALENT, OREGON — 97540

April 1, 1968

Mr. Richard Unrein,
Field Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Unrein:

Attached hereto are copies of the recorded deeds that the City of Talent acquired in connection with the 1967 Special City Allotment project on I Street, in Talent.

Very truly yours,

Grace Millage

(Mrs.) Grace Millage,
City Recorder

A-2-68
Copy & DEEDS To:
Floyd Scott.
JH.

NOTED
RICHARD UNREIN

RECEIVED
APR 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HUTSELL

Fred W. Hill, Member
Helix

March 29, 1968

Mrs. Grace Millage
City Recorder
P. O. Box 445
Talent, Oregon 97540

Dear Mrs. Millage:

In order to bring our files and right-of-way maps up to date and comply with ORS 209.250, we are requesting copies of all recorded deeds and easements that the City of Talent acquired in connection with the 1967 Special City Allotment project on I Street in Talent.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED RICHARD UNREIN

Richard Unrein
Field Engineer

RU:mm

cc: Mr. Floyd Scott

NOTED
H. S. COX

NOTED
JOHN HARWELL

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date January 8, 1968

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1967

Contract # 7063 Prefix 315-1720 Survey Prefix 315-1466

Street "I" Street

City Talent

*Payments to Contractor..(See attached voucher.)	$ 16,624.86
Engineering and Contingencies.....	1,761.52
Survey... Total: $ 1,618.61 City's Pro-rata Share.....	—
TOTAL.....	$ 18,386.38
Agreed State Share	16,447.33
Agreed City Share	$ 1,939.05
City Advance Deposit	$ 2,160.00
REFUND DUE CITY	$ 220.95

Reference: Outside Billing cc-1099

* Includes $1,939.05 for concrete curbs.

RU:mm

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY: JACKSON		CONTRACT NO.: 7063	ESTIMATE NO.: 3
HIGHWAY: CITY STREET		FEDERAL AID PROJECT NO.:	
SECTION: TALENT -I STREET/			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
001	CLEARING AND GRUBBING		LUMP SUM	150.0000	1.000
003	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	1.5000	1,119.10
004	FINISHING ROADBED AND	SLOPES	LUMP SUM	400.0000	1.00
005	TRENCH EXCAVATION		CU YDS	4.0000	135.85
006	WATERING		M-GALS	4.0000	6.60
007	3/4IN-0 MATERIAL IN BASE		CU YDS	4.5000	162.00
008	STONE BASE		CU YDS	4.4000	926.50
009	CLASS B ASPHALT	CONCRETE	TONS	10.5000	381.12
010	12-INCH SEWER PIPE		LIN FT	4.9000	400.00
011	CONCRETE INLETS TYPE CG		ONLY	200.0000	2.00
012	CONCRETE INLETS TYPE G-1		ONLY	200.0000	2.00
013	CONCRETE CURBS		CU YDS	45.0000	43.09
014	EXTRA FOR A C CONCRETE	APPROACHES	ONLY	40.0000	8.00

DATE: 10/20/67 7063	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO: 12219	% RETAINED ON CONTRACT ITEMS
CHECKED BY: CP/md CP	FORCE ACCOUNT
ENGINEER OR AUDITOR: B. E. Brown	TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7063	3	315-1720-204 (41) 861.30 Dr.
	FEDERAL AID PROJECT NO.		
REET/			

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	150.0000	1.000	150.00	150.00	
	CU YDS	1.5000	1,119.100	1,678.65	1,678.65	
	LUMP SUM	400.0000	1.000	400.00	400.00	
	CU YDS	4.0000	135.850	543.40	543.40	
	M-GALS	4.0000	6.600	26.40	26.40	
	CU YDS	4.5000	162.000	729.00	729.00	
	CU YDS	4.4000	926.500	4,076.60	4,076.60	
	TONS	10.5000	381.120	4,001.76	4,001.76	
	LIN FT	4.9000	400.000	1,960.00	1,960.00	
	ONLY	200.0000	2.000	400.00	400.00	
	ONLY	200.0000	2.000	400.00	400.00	
	CU YDS	45.0000	43.090	1,939.05	1,939.05	
	ONLY	40.0000	8.000	320.00	320.00	
	TOTAL CONTRACT ITEMS			16,624.86	16,624.86	
	% RETAINED ON CONTRACT ITEMS				861.30	861.30
	FORCE ACCOUNT					
	TOTAL PAYMENTS			16,624.86	15,763.56	861.30

RECEIVED
OCT 27 1967
FOR FILING

315-1720

7063

October 27, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 7063 awarded to M. C. Lininger & Sons, Inc., for grading and paving on "I" Street in Talent in Jackson County was completed on September 29, 1967, and accepted by the Highway Commission on October 26, 1967.

Final payment in the amount of $861.30 will be released to the contractor after November 3, 1967. The total contract amount is $16,624.86 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 27 1967
FOR FILING
315-1720
7063

October 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1967, on Contract No. 7063. The contract was with H. C. Lininger and Sons, Inc., and was for grading and paving on the "I" Street Section in the City of Talent in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

FBK:srb: ajw

SCA

City of Talent

CITY HALL
P.O. BOX 445
TALENT, OREGON — 97540

NOTED
H. S. COX

Mr. Bill Bowers
District Engineer
State Highway Dept.
P.O. Box 168
Medford, Oregon

Dear Mr. Bowers:

The Talent City Council ordered [illegible] construction on Talent 3 Street [illegible] performed by [illegible] with the Oregon [illegible]

We find that this work [illegible] of Talent, and hereby [illegible] to [illegible]

[illegible]

Sincerely,
[illegible]

GO:gn

RECEIVED
OCT 11 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

315-1720

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Talent ("I" St)		WEEK ENDING: September 30, 1967
		SECTION PREFIX: 315-1720
HIGHWAY: City Street		COUNTY: Jackson
NAME OF JOB: Talent ("I" Street)	KIND OF WORK: Grading and paving	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7063	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 28, 1967	[redacted] COMPLETION DATE: September 29, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN. 6 SUPERVISION. 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 42
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION. $ 19,379.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING. $ 18,001.17	ENGINEERING AUTHORIZATION $ 1,378.08	
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 18,001.17	ENGINEERING COST TO DATE $ 1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 80 %	DATE PROJECT WAS COMPLETED: September 29, 1967

Semi-final estimate to be submitted 10/[illegible]/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,340	1,260			360
TOTAL QUANTITIES CORRECTED TO DATE	1,119	1,067			380
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,119	1,067			380
AVERAGE DAILY QUANTITIES		56			76
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		1			1
HOURS PER SHIFT		8			8

EQUIPMENT USED DURING THE WEEK:

1 - Blade
1 - Water Truck
1 - Asphalt Spreader
3 - Rollers
4 - Dump Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	REASON OF DELAY
SUNDAY	Clear	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY	Clear	0		

Merrick
Decker
Bond
Barber
Spott
Wills
Litchfield
Olson

RECEIVED
OCT 1 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Subcontractor forming and pouring curbs & gutters. Completed radius at station 104+20 Lt & Rt. Also poured special curb between existing sidewalk. Three men with backhoe backfilling curbs, cutting pavement and grading out road connections and driveways.
TUESDAY	Subcontractor completed work on curb and gutters and removed forms and equipment from project. Blade, roller and water truck placing stone base to red tops. Four trucks hauling material from Medford crusher. Started placing 3/4"-0 material at 2:30 PM.
WEDNESDAY	Backhoe and three men completed curb backfill and grading of 3/4"-0 base on driveways and street connections. Blade, roller and water truck placing 3/4"-0 base to yellow tops, moved from project at 1:30 PM after completing work.
THURSDAY	Subcontractor Rogue River Paving Co. paving "I" Street, driveways and street connection. One Barber Green spreader, two rollers and two rakers.
FRIDAY	Paving subcontractor completed paving this project today.
SATURDAY	

REMARKS

All work on this project is now complete. Semi-final estimate will be submitted next week. This will be final weekly report.

SIGNED B. E. Brown LOCATION Medford
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 19 1967
FOR FILING
315-1720
7063

August 8, 1967

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 7 accepted your proposal for grading and paving "I" Street in Talent in Jackson County for the sum of $17,226.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Later that same day the conditions were fulfilled and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7063.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Pac. Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis
L. R. Chandler
Bill Brown

1 SCA

NOTED
H. S. COX

Salem, Oregon
August 2, 1967

Special City Allotment Project
"I" Street
City of Talent

Mr. C. M. Maison
Controller

Attention: Mr. John Herr

Advance Deposit

Herewith a check in the amount of $2,160.00 covering City's portion of subject project as required by agreement.

The project is now clear for award.

Richard Unrein Don H.

Richard Unrein, Field Engineer
County and City Division

Enclosure
Att.

cc: L. E. Young
F. D. Morgan
L. R. Chandler
Mrs. Grace Millage, Talent City Recorder

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

4/14/67

6-20-67
NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County & City Division

SUBJECT: 1967 Special City Allotment Project
"I" Street
City of Talent
Right of Way

Gentlemen:

We hereby certify, that to the best of our knowledge and beliefs, all rights of way or rights of entry for the above referred project have been secured.

Dated at Talent, Oregon this 20th day of June, 1967.

Talent City Council

By Ingmil Button
Mayor

By Grace B Wilkes
City Recorder

NOTED
RICHARD UNREIN

See attached letter on the Winkler property.
All other deeds have been recorded.

copies to: L.R. Chandler
E.F. Saling
F.D. Nickum

RECEIVED
JUN 21 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MANOR C. HOLMES

NOTED

BRIAN B. MULLEN
Attorney at Law

SUITE 332 • MEDICAL CENTER BUILDING • MEDFORD, ORGEON 97501

AREA CODE 503
779-2944

REFER TO: 183-A

June 12, 1967

Robert D. Dames
Attorney at Law
Goldy Building
Medford, Oregon

Re: Guardianship of Walter R. Winkler -
City of Talent

Dear Mr. Dames:

This is in response to your letter dated June 10, 1967, regarding the guardianship of Walter R. Winkler.

Petition for Sale of the property to the City of Talent was filed with the Circuit Court and the Court has set June 19, 1967, as the time for hearing on the Petition.

The statutory basis requires that the property be "sold" The sale agreement will be on the basis of the guardianship conveying the property to the City of Talent in return for the City agreeing to pave and widen the street and construct gutters, all to be done without any assessment. to the estate.

The Citation has been served upon the ward and upon the person having custody of the ward.

I anticipate that on the basis of the foregoing, we will be in a position to deliver the deed to you after June 19, 1967.

Very truly yours,

BRIAN B. MULLEN

NOTED
RICHARD UNREIN BBM:jw

copies to: L.R. Chandler
E.F. SALING
F.D. Norgen

NOTED
DON HARWELL

SCA

Antic ("I" St.) Section

ESTIMATE

4-26-67

H. S. Con

No.	Item	Quantity	Price	Amount
1	Clearing and Grubbing	All Spec.	—	500—
2	Ditch Excavation, Unclassified	32 Cu Yds.	3.50	
3	General Excavation, Unclassified	1,340 Cu. Yds.	1.50	
4	Finishing Roadbed and Slopes	All Spec.	—	125—
5	Trench Excavation	90 Cu. Yds.	4.00	
6	watering	30 M-Gals	4.00	
7	3/4"-0 Material in Base	160 Cu. Yds.	4.00	
8	Store Base	1,100 Cu Yds.	3.75	
9	Class "B" Asphalt Concrete	360 Tons	10.00	
10	12-inch Sewer Pipe	300 Lin Ft.	4.00	
11	Concrete Inlets, Type CG	2 only	150.00	
12	Concrete Inlets, Type G-1	2 Only	150.00	
13	Concrete Curbs	48 cu Yds	55.00	2,640
14	Extra for A.C. Conc. Approaches	8 Only	40.00	320
			Total	16352—

City Bros

Antic Addition Items

2,960 —

12½ % Engr & Cont 2044—

Total 18,396—

RECEIVED
APR 26 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

April 14, 1967

Ms. Grace Millage
City Recorder
P.O. Box 445
Talent, Oregon 97540

Dear Ms. Millage:

Enclosed are seven original option forms in triplicate covering right of way and easements to be acquired in connection with the 1967 Special City Allotment project on "I" Street in Talent.

These options are for your use in acquiring the right of way and easements. After the options have been properly executed they should be presented to your city attorney who should in turn prepare deeds and easements and record them with Jackson County. When you have secured the right of way, please execute the two enclosed right of way clearance certificates and forward one copy to this office. This project is presently scheduled for our June 15, 1967 bid opening. In order to meet this date, this office will have to be in receipt of the right of way certificate no later than May 11, 1967.

Also enclosed are two prints of map No. 1R-4-280 covering this area. If we can be of assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

5-11-67
CALLED CITY RECORDER SHE SAID
THAT R/W WAS NOT NEEDED
& R/W WAS PART OF
CLOSED BY JUNE 15, 1967 BY

RU:mr
Encl.

bc: L. R. Chandler
E. F. Saling
F. D. Morgan

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

SCA

FORM E-30 90M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 12, 1967

Salem, Oregon

RECEIVED
APR 12 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT:

To: Mr. H. S. Cox
County & City Engineer

Options File 41420-A to G
"I" Street (Talent)
City Street

Attached you will find seven original option forms in quadruplet covering right of way and easements to be acquired in connection with a city street in Talent in Jackson County. This contract is scheduled for letting on June 15, 1967.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of April 5, 1967.

We are attaching three prints of map number 1 R-4-280 covering this area and bearing our date of April 7, 1967.

File No.	Names	Area
41420-A	W. R. Winkler	75 Square Feet
41420-B	Belle Skeeters	1,370 Square Feet P-1
		53 Square Feet P-2
41420-C	Leonard Lee & Mary Johnson	105 Square Feet P-1
		53 Square Feet P-2
41420-D	Samuel O. Prough	700 Square Feet P-1
		104 Square Feet P-2
41420-E	Jim L. and Darrel Dawson	400 Square Feet
41420-F	Walter H. Leverett et ux	6,966 Square Feet
41420-G	Granville F. Brittsan et ux	540 Square Feet P-1
		104 Square Feet P-2

Earl F Saling

EARL F. SALING
Right of Way Office Manager

MS/ag
Encl. 7 Options
Auth. List, Mr. Barbee's Letter
3 Prints
cc: L. R. Chandler (1 Print)
L. W. Riley (1 Print)

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form E-353 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway City Street County Jackson

Unit Survey Approved

Section "I" Street (Talent) Sta. 101+80 Sta. 104+15

R/W Map No. 1R-4-280
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
41420 - A	W. R. Winkler				X	X					X					
B	Belle Skeeters				X	X		X			X		Slopes			
C	Leonard Lee Johnson et ux (Weiss, CP)				X	X		X			X		Slopes			
D	Samuel O. Prough et al				X	X		X			X		Slopes			
E	Jim L. Dawson & Darrel M. Dawson				X	X					X					
F	Walter H.Leverette & Alice P.Leverette	X				X					X					
G	Granville F. Brittsan & Eva Brittsan				X	X		X			X		Slopes			

Submitted Floyd O. Scott Date April 5, 1967
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

File No. 41420-A

REAL ESTATE OPTION

Grantor W. R. Winkler **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of the City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

A parcel of land lying in Block "R", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that deed to W. R. Winkler, recorded in Book 446, Page 346 of Jackson County Record of Deeds; the said parcel being that portion of said property included in a strip of land 28 feet in width, lying on the Northeasterly side of the center line of "I" Street, as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 75 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-B

REAL ESTATE OPTION

Grantor Belle Skeeters **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way and Easement **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

PARCEL 1

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that deed to Belle Skeeters, recorded in Book 358, Page 110 of Jackson County Record of Deeds; the said parcel being that portion of said property included in a strip of land 56 feet in width, 28 feet on each side of the center line of "I" Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 1,370 square feet, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that certain deed to Belle Skeeters, recorded in Book 358, Page 110 of Jackson County Record of Deeds; the said parcel being that portion of said property lying between lines which are parallel to and 28 feet Southwesterly and 30 feet Southwesterly of the center line of relocated "I" Street, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 53 square feet, more or less.

jb/la

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-C

REAL ESTATE OPTION

Grantor Leonard Lee & Mary Ellen Johnson **Mail Address** .....

Ralph W. Weiss, (C.P.) **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way and Easement **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

PARCEL 1

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that Agreement of Contract to Ralph W. Weiss, recorded as Document #66-04109 of Jackson County Official Records; the said parcel being that portion of said property included in a strip of land 28 feet in width, lying on the Northeasterly side of the center line of "I" Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 105 square feet, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that certain Assignment of Contract to Ralph W. Weiss, recorded as Document #66-04109 of Jackson County Official Records; the said parcel being that portion of said property lying between lines which are parallel to and 28 feet Northeasterly and 30 feet Northeasterly of the center line of relocated "I" Street, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 53 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-D

REAL ESTATE OPTION

Grantor Samuel O. Prough **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way and Easement **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

PARCEL 1

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in those deed to Samuel O. Prough et al, recorded in Book 473, Page 371 and in Book 497, Page 183 of Jackson County Record of Deeds; the said parcel being that portion of said property included in a strip of land 28 feet in width, lying on the Northeasterly side of the center line of "I" Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 700 square feet, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in those certain deeds to Samuel O. Prough et al, recorded in Book 473, Page 371 and in Book 497, Page 183 of Jackson County Record of Deeds; the said parcel being that portion of said property lying Northwesterly of a line at right angles to the center line of relocated "I" Street at Engineer's Station 3+10 and lying between lines which are parallel to and 28 feet Northeasterly and 30 feet Northeasterly of said center line, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 104 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-E

REAL ESTATE OPTION

Grantor Jim L. and Darrel M. Dawson **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that deed to Jim L. Dawson and Darrel M. Dawson, recorded in Book 588, Page 490 of Jackson County Record of Deeds; the said parcel being that portion of said property included in a strip of land 28 feet in width, lying on the Northeasterly side of the center line of "I" Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 400 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto. then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-F

REAL ESTATE OPTION

Grantor Walter H. and Alice P. Leverette **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being that property described in that certain deed to Walter H. Leverette and Alice P. Leverette, recorded in Book 186, Page 530 of Jackson County Record of Deeds; the said parcel being described as follows:

From the Southwest corner of the land described in Volume 61, Page 168 of the Deed Records of Jackson County, Oregon; run thence North 53° 30' West, 30 feet to the North boundary line of the Wagner Creek County Road; thence along said North line, North 36° East, 121 feet to the true point of beginning; thence North 53° 30' West, 154.8 feet; thence North 36° East, 45 feet; thence South 53° 30' East, 154.8 feet to the North line of said Wagner Creek County Road; thence South 36°West along said line, 45 feet to the true point of beginning.

The parcel of land to which this description applies contains 6,966 square feet.

jb/ba

NOTE: Entire taking.

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 41420-G

REAL ESTATE OPTION

Grantor Granville F. and Eva Brittsan **Mail Address** .....

..... **Agent** .....

Section "I" Street (Talent) **County Road** City Street

Purpose Right of Way and Easement **Desc. Checked by** GSR 4-5-67 1R-4-280

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

City of Talent, **a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:**

PARCEL 1

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that deed to Granville F. Brittsan and Eva Brittsan, recorded in Book 520, Page 106, Jackson County Record of Deeds; the said parcel being that portion of said property included in a strip of land 28 feet in width, lying on the Southwesterly side of the center line of "I" Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 540 square feet, more or less.

PARCEL 2 - A permanent easement for slopes over or across the following described parcel, to wit:

A parcel of land lying in Block "S", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in that certain deed to Granville F. Brittsan and Eva Brittsan, recorded in Book 520, Page 106 of Jackson County Record of Deeds; the said parcel being that portion of said property lying Northwesterly of a line at right angles to the center line of relocated "I" Street at Engineer's Station 3+10 and lying between lines which are parallel to and 28 feet Southwesterly and 30 feet Southwesterly of said center line, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 104 square feet, more or less.

jb/ba

Regardless of statements herein to the contrary, this option is in the name of and for the City of Talent. Where the name "County" is printed, it shall mean "City".

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

KNOW ALL MEN BY THESE PRESENTS: That LEWIS WINKLER, the duly appointed, qualified and acting guardian of the estate of Walter R. Winkler, an incompetent person, having been appointed as such by the Circuit Court of the State of Oregon for Jackson County, in performance of an Order and License of said Court to sell the real property hereinafter described, which said Order and License was dated June 26, 1967, and entered in Book 205 on Page 862 of the Journal of said Court, and of an Order confirming the sale of said real property, to the city of Talent, a municipal corporation, which said Order of confirmation was dated the 23rd day of January, 1969, and entered in Book 205 on Page 862 of the Journal of said Court and authorized and directed the execution and delivery of this deed, has bargained and sold and by these presents does hereby grant, bargain, sell and convey unto the City of Talent, a municipal corporation, its successors and assigns, the following described real property:

A parcel of land lying in Block "R", TOWN OF TALENT, Jackson County, Oregon, and being a portion of that property described in Deed to W. R. Winkler, recorded in Book 446, Page 346, of Jackson County Record of Deeds; the said parcel lying on the Northeasterly side of the center line of "I" Street, as said street has been relocated, which center line is described as follows: being that portion of said property included in a strip of land 28' in width,

Beginning at Engineer's center line Station 100+00, said station being the intersection of the center lines of Main Street and "I" Street in the Town of Talent; thence South 42° 30' East, 152.66 feet; thence on a 238.73 foot radius curve left (the long chord of which bears South 47° 58' 45" East) 45.66 feet; thence South 53° 27' 30" East, 235.24 feet to Engineer's center line Station 104+33.56.

The parcel of land to which this description applies contains 75 square feet, more or less.

TO HAVE AND TO HOLD the above described and granted premises unto the City of Talent, its successors and assigns forever, subject to all liens, claims and encumbrances now existing of record or visible upon the premises.

IN WITNESS WHEREOF the said Lewis Winkler, guardian of the estate of Walter R. Winkler, an incompetent person, has hereunto set his hand this 28 day of January, 1969.

Lewis Winkler

Lewis Winkler, Guardian of the Estate of Walter R. Winkler

RECEIVED
MAR 1 - 1967

315-1720
7063

February 28, 1967

City of Talent
City Hall
Talent, Oregon 97540

MISC. CONTRACTS and AGREEMENTS No. 3268

Gentlemen:

Enclosed for your files is a fully executed copy of a special street fund agreement with the City of Talent in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

NOTED
H. S. COX

Salem, Oregon
February 16, 1967

1967 Special City Allotment Project
"I" Street
Talent, Oregon

Mr. J. E. Morelock

O F F I C E

NOTED
P. B. Arensmeier

The survey on the above named section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Options should be prepared and forwarded to this office at the earliest possible date.

NOTED
RICHARD UNREIN

Richard Unrein, Field Engineer
County and City Division

RU:mr
Att.

NOTED
MAINOR C. HOLMES

NOTED
RON HARWELL

Oregon State Highway Department
"T" Street (Talent) Section
City Street
Jackson County
February 1967

ESTIMATE OF COST

	Item	Unit	Total Quantity	Unit Price	Total Amount
1.	Clearing and Grubbing	All	All	$	$ 500.00
2.	Concrete Cutting & Removal	Lin.Ft.	14	1.00	14.00
3.	General Excavation, Unclass.	Cu.Yd.	1,200	1.50	1,800.00
4.	Finishing Roadbed & Slopes	All	All		125.00
5.	Watering	M-Gal.	48	3.50	168.00
6.	Stone Base	Cu.Yd.	1,120	3.75	4,200.00
7.	3/4"-0 Material in Base	Cu.Yd.	160	4.00	640.00
8.	3/4"-0 Material in Prime Coat	Cu.Yd.	17	6.00	102.00
9.	Asphalt in Prime Coat	Ton	2	75.00	150.00
10.	Class "B" Asphaltic Concrete	Ton	377	10.00	3,770.00
11.	Concrete Curbs	Cu.Yd.	46	55.00	2,530.00
12.	Extral for A.C. Conc. Appr.	Each	1	50.00	50.00
	Total Contract Bid Items				$14,049.00
	Additional Anticipated Items				
	Utility Adjustment (Responsibility of City) Cost for Concrete Driveways	Sq. Yd.	138	5.00	690.00
	Total Contract Bid Items & Additional Anticipated Items				14,739.00
	Engineering and Contingencies (+20%)				2,947.80
	GRAND TOTAL				$17,686.80

Oregon State Highway Department
"I" Street (Talent) Section
City Street
Jackson County
February 1967

REPORT OF SURVEY

The northerly end of the project is at the intersection of Main Street and "I" Street (Station 100+00). The southerly end of the project is at the intersection of Wagner Avenue (County Road) and "I" Street (station 104+33.75). The alignment follows the "as traveled" center line of "I" Street. The overall length of the project is 0.08 mile.

The field survey was started January 25, 1967. At the northerly end of the project, the intersection of Main Street and "I" Street was established by using property corners located and record distances. The center line on the southerly part of the project was established using the existing westerly concrete sidewalk as control. The intersecting angle (P.I.) was turned in the field.

This location is for a 2-lane street section with (2) 12-foot travel lanes and (2) 10-foot parking lanes bounded by type "A" concrete curbs and gutters. The total overall curb to curb width is 44-feet.

Mayor Brittsan of the City of Talent was contacted on Friday, February 3, 1967 concerning the proposed project and the following items were discussed: any adjustment of utilities, which are to be the responsibility of the city, should be done before actual construction work begans. Mayor Brittsan would like to be contacted prior to the letting of the contract so that underground utility inspection and required replacement can be made. Additional property (8-foot strip suggested by County & City Division Field Engineer) along the easterly boundary of the improved road, on the southerly end of the project, is being acquired through City negotiation at this time. The property, 45-feet wide and 154.8 feet long, which is now being used for street puposese is recorded as belonging to Walter Leverette with the Assessors notation "non taxable". No instrument indicating transfer of title to City for street purposes has been located. Curb cuts, only, were originally planned and approved by Mayor Brittsan, however, the estimate is to show cost for concrete driveways (additional anticipated items) and should be constructed at this tima, if the cost is not prohibitive to the City. Concrete cutting (sidewalk in front of Market) and the construction of curb return will improve the right turn situation at the northwest corner of "I" Street and Wagner Ave. It was decided to use the section as shown on the profile which

slopes at 0.02'/ft. from curb to curb with the high side and profile grade held at curb line (gutter), 22 feet right throughout the project. This section will fit the existing street and area with less conflict than the standard crown section. The street drainage will flow toward the east, dividing at or about the center of the project and flow along the curb northerly and southerly to existing drains. There is a low area at the southwest corner of "I" Street and Main Street and the existing street drain emptied into an irrigation (T.I.D.) culvert crossing "I" Street. The construction of curbs and gutters will eliminate this drain with the approval of T.I.D. and the City. Mayor Brittsan indicated that the area, back of the proposed curb can be filled in and force any drain water to cross the road adjacent to Main Street. The Mayor has requested that the City be provided with an approved Detail Map (Location).

There are apparent errors, under or over-laps and other discrepancies in the prope rty subdivision of Block"S" of the City of Talent. This office has attempted to lay-out the property within the original Block using record distances and bearings and trying to follow the original intent of the deeds as shown on the Detail Map. No property monumentions were located in Block "S". Property corners tied and shown on the Detail Map for Block "R" were used for the basis for Laying out Block "S".

Work to be done by contract would include construction of 0.08 mile of street roadbed involving approximately 1200 C.Y. of "General Excavation, unclassified" The material excavated is excess material and to be disposed of by the contractor.

Normal clearing and grubbing work as directed.

Construction of Type "A" curbs requiring approximately 46 C.Y. of Class "A" Concrete. Construction of 8 driveway curb recesses as directed.

Construction of 0.08 mile of surfacing requiring approximately 1300 C.Y. of crushed base and 377 tons of Class "B" Asphaltic Concrete. Commercial sources will be used.

RECEIVED
JAN 17 1967

1-13-67

Prefix No. 315-1466

FOR FILING
315-1720
7063

LOCATION PROSPECTUS
"I" STREET (TALENT) SECTION
CITY STREET - JACKSON COUNTY

HIGHWAY: "I" Street, city of Talent. Not on Federal-aid or State system.

TERMINI: The northerly end is at the intersection of Main Street and "I" Street. The southerly end is at the intersection of Wagner Avenue and "I" Street.

LENGTH: The overall length is 0.08 mile.

PROGRAM: 1967 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of costs for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated.

TYPICAL SECTION: 44-foot curb to curb city street section.

BASE DESIGN: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	13" Crushed Base
Total Depth	18"

MATERIAL: Sources of material to be commercial or located and referenced to line during survey.

ADDITIONAL FACILITIES: No railroads or major stream crossings.

AGREEMENTS: Routine negotiations for a Special City Allotment Project.

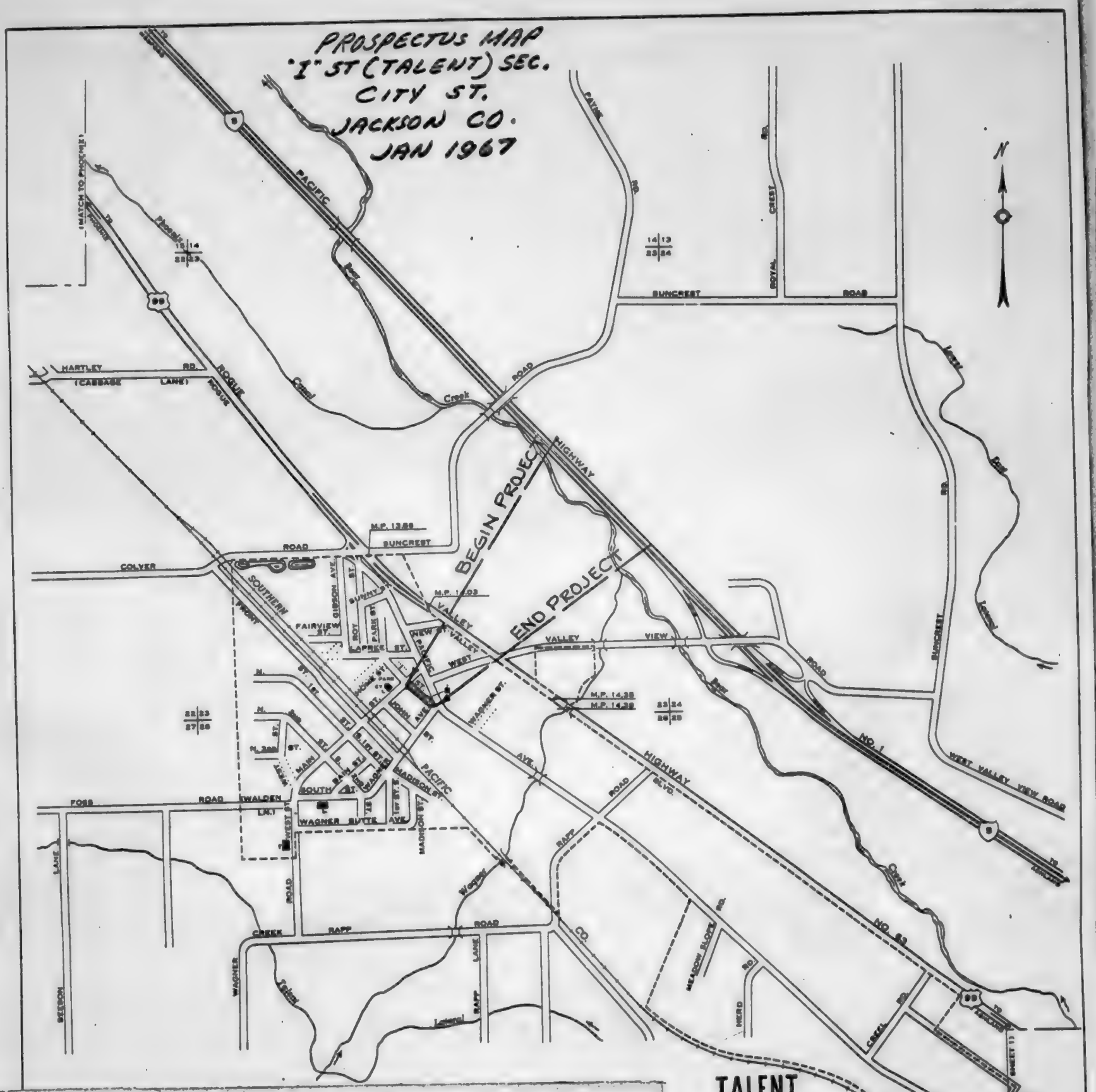
RECEIVED
JAN 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PARKS: None.

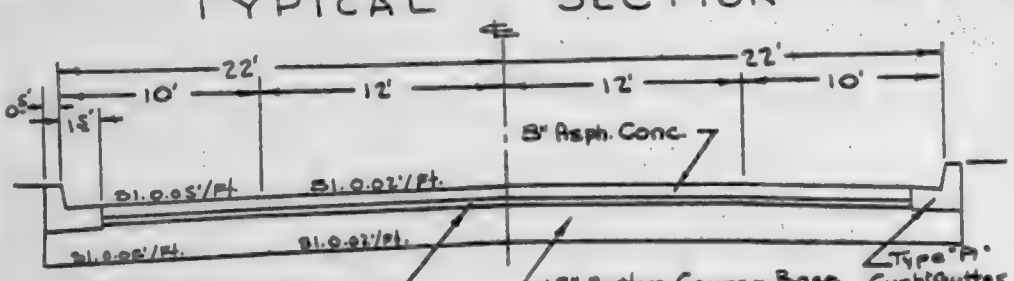
January 13, 1967
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
TOM EDWARDS

PROSPECTUS MAP
"I" ST (TALENT) SEC.
CITY ST.
JACKSON CO.
JAN 1967



TYPICAL SECTION



"I" (CITY) STREET SECTION

TALENT

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 936

Scale in Feet

Revised August 1964

NOTED
TOM EDWARDS

Form E-39—2300—8-56

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

NOTED
RICHARD UNREIN

Section "I" Street (Talent) Date January 4, 19 67

Highway ~~City of Talent~~ City Street Authorization No. 1

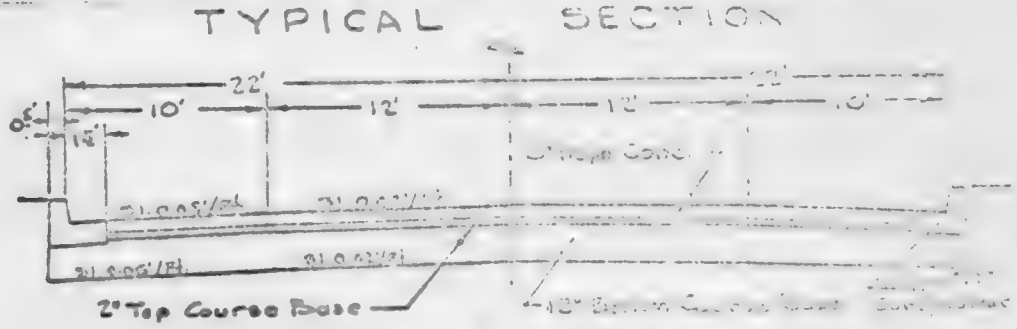
County Jackson Division 3 Survey Prefix 315-1466.1
(Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is at the intersection of Main Street and "I" Street, thence southerly along the center line of "I" Street to the intersection of "I" Street and Wagner Avenue, the southerly terminus.

The overall length of the project is 0.08 mile.

TYPICAL SECTION



"I" (CITY) STREET SECTION

Purpose of survey: Conduct field survey, prepare plans, right of way descriptions, specifications and estimate of cost for grading and paving.

SPECIAL CITY ALLOTMENT FUNDS

Estimate of cost:

Field	(901)	$450
Plans	(905)	500
R/W	(909)	~~250~~ 50
Soils	(910)	~~300~~ 200

~~1500~~ 1250

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~1500~~ 1250

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Evan C Purdy
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

L J Bauhofer
Ass't Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing 87000

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

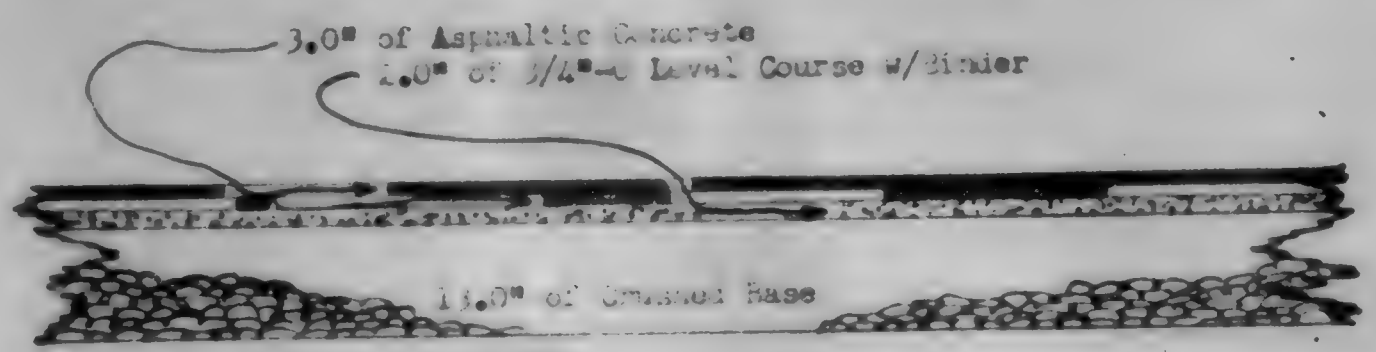
Section "I" STREET Highway CITY OF TALENT County JACKSON Prefix

Res. Engr. Approx. Length 0.08 Miles. From Main St. to Wagner Ave. Date 12-22-66

Truck A.D.T. 14 Traffic Coefficient 0.4 18 kip s.a. per day 9.9

Annual Precipitation 18"+ (Medford) Frost Penetration - - - - - - - -

(1)
Typical Soil
27 LL
4 PI
68 %P 10
38 %P200
32 %Gravel
19 % Sand
% Sand
23 %Silt
% Clay
7 "R" Value
[redacted]



(1)
Gravelly Clayey Sand

CBR Total Req.	Crushed	Actual Thick.	Grading
	3.0	3.0	A.C.
	2.0	2.0	Level
	13.0	13.0	Gr. Base
21.0	21.0	18.0	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "Cbr Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	=	0.8" Crushed Base

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. P. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by E. J. Engbeck
for Staff Assistant

Recommended by [signature]
Engineer of Materials

Recommended by [signature]
Asst Construction Engineer

Approved by [signature]
Asst. State Highway Engineer

RECEIVED
JAN 4 1967
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

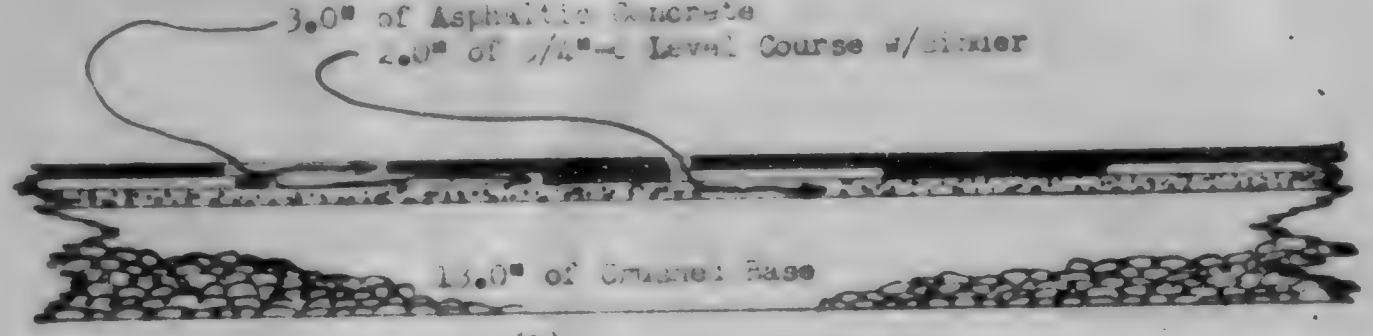
Section "I" STREET Highway CITY OF TALENT County JACKSON Prefix

Res. Engr. Approx. Length 0.08 Miles. From Main St. to Wagner Ave. Date 12-22-66

Truck A.D.T. 14 Traffic Coefficient 0.4 18 kip s.a. per day 9.9

Annual Precipitation 18"+ (Medford) Frost Penetration - - - - - - - -.

(1)
Typical Soil
27 LL
8 PI
18 %P 10
38 %P200
32 %Gravel
19 % Sand
12 % Sand
23 %Silt
16 %Clay
7 "R" Value
[redacted]



(1)
Gravelly Clayey Sand

CBR Total Req.	Crushed	Actual Thick.	Filing
21.0	6.0	3.0	A.
	2.0	2.0	Level
	13.0	13.0	Cr. Base
21.0	21.0	18.0	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

Should substitutions be made use the "Cbr Total Requirement" column to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs.) (plus Supplementals.)	=	0.8" Crushed Base

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. P. KLABOE

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
[illegible]nty - City (2)

Submitted by [signature] for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: "I" STREET

HIGHWAY: CITY OF TALENT

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 510 (Total)

B. Future ADT (1985) 870 (Total)

C. Mean ADT 690 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 4 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .02 x (C) 690 = 14

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 14 x (H) 100 % = 14

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 6.4

SECTION: "I" STREET

HIGHWAY: CITY OF TALENT

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD [illegible] these standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section (0.08± mi.). See Items 6 & 12.

S.C.A. INVESTIGATION DATA

City of [illegible] Date [illegible], 19 66 Division III
Street (s) [illegible]
[illegible]
[illegible]
No. previous projects [illegible]
Last project [illegible] (year)
Total SCA Funds to date $ 23,08[illegible]

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —
Surface width: [illegible] feet, Shoulder-shoulder width: 24-44 feet
C-C width: [illegible] feet, Right-of-way width: [illegible] feet

Remarks: [illegible]

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 44 feet Shoulder width: — feet C-C width: 44 feet
Thickness of: A.C. [illegible] inches, Leveling 2" inches, Base 12 inches
Length: 450 feet, 0.08 mile. Type curb: 4

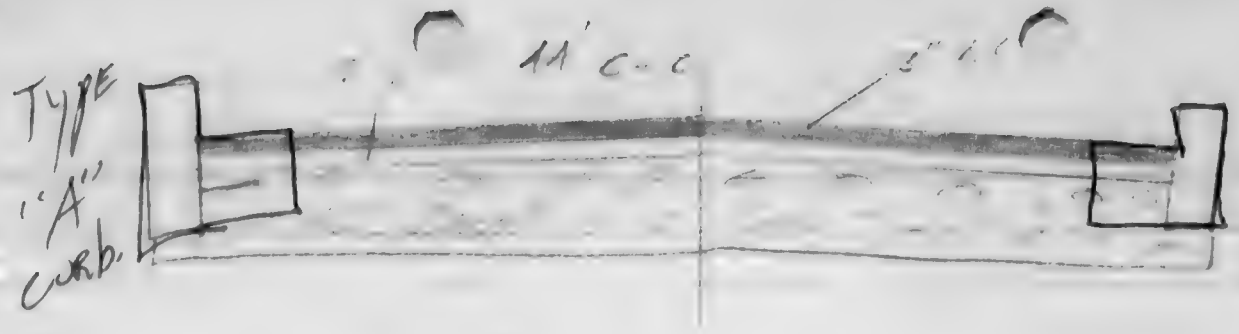
Remarks: [illegible]

ESTIMATE

Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	1,500	1.50	2250.00
Drainage Excavation	c.y.	25	5.00	125.00
Culvert Pipe 18" C.M.P.	lin. ft.	210	3.25	682.50
Base Material (1-1/2-0)	c.y.	1,180	4.50	5,310.00
Level Material (3/4-0)	c.y.	200	4.75	950.00
Asphalt	ton	441	13.00	5,733.00
Inlets GB	ea.	5	175.00	875.00
Manholes Binder	ea. All	All	L.S.	250.00
Concrete Curbs "A"	c.y.	40	55.00	2,200.00
Concrete [illegible] Drives	sq. yd.	45	5.00	225.00
Watering	M/gal.	40	4.00	160.00
Extra for Approaches	ea.	—	—	—
Adjust. [illegible] M.H.'s	ea.	3	75.00	225.00
Other	—	—	—	—

* Items include 10% allowance.

Total	$ 18,925.50
Engineering & Contingencies (20%)	3,997.10
TOTAL	$ 22,762.60
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ 22,762.60



Talent
8/31/66

[illegible]	1,500	C.Y.
[illegible]	23	C.Y.
[illegible]	1,180	C.Y.
[illegible]	198	C.Y.
[illegible]	441	Ton
[illegible]	40	C.Y.
[illegible]	38 M Gal.	
[illegible]	251	

SCA

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AUG 22 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Talent Date August 15, 1966

To be financed by Special City Allotment Fund and necessary city funds.

NOTED
H. S. COX

Street name "1" Street
(Locate project on attached map.)

Project length 390 ft. ℄ Main St. to ℄ Wagner St. from Assessors Map.

DESIRED STREET SECTION:

Standard roadway; width of travel way: 40 feet, width of shoulders: -- feet

Curbed section; width curb to curb: 40 feet

Remarks 40 ft. Street with 5' sidewalk one side would fit Southerly R/W width.

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 18 ± feet +

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 ft. North End / 45 ft. South End feet

Should be verified by title search to clarify ownership.

Additional right-of-way required? Yes ____ No unknown

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: 35 South - 20 North

Are intersecting streets curbed? Yes ____ No X

Remarks 60 ft. R/W from Main St. to Post Office. 45 ft. R/W remainder of length. Information from Assessors Maps. Ownership in doubt.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ---- feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 20 feet

Does city desire special type of curbs? Yes X No ____

Explain: Curb and Gutter Section rather than Straight curb.

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - -

Are sidewalks now in place? Yes X No___ One side only at South-West end.

Present sidewalks, Length: 90 feet; Width: 5'-3" feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: None feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No X ; Width: _____feet

Remarks Sidewalks will not be constructed by the City.

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X Water should be carried in the curb and Gutter section to waste areas.

To be constructed as part of project? Yes___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 feet +

Remarks Sanitary sewer crosses "1" Street adjacent to Post Office with one M.H. in "1" Street. Adjustment of M.H. may require construction of new M.H.

NOTED
RICHARD UNREIN SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 2.5 feet +

Remarks 4" Steel line on East side of Street. Line is in poor condition.

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? None

Must driveways be Portland cement to comply with city code? Yes ___ No X

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks Curb cuts will be placed at driveways.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes X No ___

Electric poles? Yes X No ___

Which company? Pacific Power & Light Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company? ___

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks None

NOTED
RICHARD UNREIN

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes X No ___

Driveways? Yes ___ No X

Remarks Curb and Gutter to be constructed by City with 1967 funds.

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date 1967

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: None available on City Property.

General remarks:

By Granville Pittman
Mayor

By Grace Millage
City Recorder or City Manager

By Walter J. Mayenne
City Engineer

7063

6-14-66

NOTED
RICHARD UNREIN

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Talent is an incorporated city of the State of Oregon and has a population of 1310 as given by the latest official census; and

WHEREAS, the following streets of said city, I Street, from Wagner Avenue to Main Street

Because of the Post Office being situated on this street, the street is being used because of increases in population due to annexations

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JUN 21 1966
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Talent does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Granvil Brittsan as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 14th day of June, 1966.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Talent at a regular ~~or special~~ meeting of said Council, held on the 14th day of June, 1966, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th day of June, 1966.

Grace M Millage
City Recorder

(cc-50, 1959 Rev.)

16-1107 Pine St.-"L" St. (Madras) 1967
Sec. The Dalles-Calif. Hwy.
#7064 (Paving)

MAR 8 - 1968
FOR FILING

16-1107

7064

March 6, 1968

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7064 awarded to R. L. Coats for paving on Pine and "L" Streets in Madras on The Dalles-California Highway in Jefferson County was completed on October 12, 1967, and accepted by the Highway Commission on March 7, 1968.

Final payment in the amount of $2,309.30 will be released to the contractor after March 15, 1968. The total contract amount is $45,032.24 including $281.61 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

L. H. Young
C. H. Maison
Attn: John Herr

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MAR 8 - 1968
FOR FILE

16-1107

7064

March 7, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1967 on Contract No. 7064. The contract was with R. L. Coats and was for paving on the Pine St.-"L" St.(Madras) Section of The Dalles-California Highway in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 7, 1968 and that you concur in this procedure at the Commission meeting on April 16, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

jes jes

16-1107

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pine St.-"L" St. (Madras)		WEEK ENDING: November 10, 1967
		SECTION PREFIX: 16-1107
HIGHWAY: The Dalles-California		COUNTY: Jefferson
NAME OF JOB: Pine St.-"L" St. (Madras)	KIND OF WORK: Paving	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7064	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: September 13, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $52,409.25	SPECIFIED COMPLETION DATE: September 30, 1967	PERCENT OF TIME ELAPSED: 100% plus 12 days
EXCLUSIVE OF ENGINEERING: $48,682.37	ENGINEERING AUTHORIZATION: $3,726.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $45,632.24	ENGINEERING COST TO DATE: $4,634.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED PERCENT UNDERRUN: 6.3 %	PERCENT OF AUTHORIZATION: 124 %	DATE PROJECT WAS COMPLETED: October 12, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
				100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.12
MILES PARTIALLY COMPLETED					1.12
MILES COMPLETED					1.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)					6,000 T
TOTAL QUANTITIES CORRECTED TO DATE					5,992.08 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5,992.08 T
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Fair			
MONDAY 6	"			
TUESDAY 7	Overcast			
WEDNESDAY 8	Showers			
THURSDAY 9				
FRIDAY				
SATURDAY 4	Overcast			

Routing

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NOV 13 1967
CONSTRUCTION
DIVISION

LEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed October 12. 1967.

Third Notification of Commencement and Completion Dates for Contract Projects outstanding until contractor completes clean-up of plant site.

Semi-Final Estimate submitted to Division Office on Wednesday.

SIGNED H W Robertson LOCATION Bend, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 14 1967

FORM E-90 50M 7-64 SP*6128-734

FOR FILING
16-1107
7064

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 11, 1967

SUBJECT: Pine Street-L Street Project
Madras, Contract No. 7064

To: MEMO TO THE FILE

L

On August 9, I called Jim Putnam and reminded him that we had cut back the thickness of the overlay for this project to two inches on the basis of Mr. Edwards' assertion that maintenance forces would do a heavy job of patching the existing surface before the overlay was placed.

Mr. Putnam advised me that he had done a considerable amount of patching and would probably do more before the final overlay but that it would be impossible to guarantee enough patching to make sure that the project will not fail after the addition of the two-inch overlay. It is badly broken up its entire length and, in some areas, the two-inch overlay will probably be insufficient.

I am, by a copy of this letter, instructing Mr. Morgan to watch the work very carefully and to advise if he feels there should be more tonnage added to the project in order to secure an adequately finished job.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: F. D. Morgan
J. F. Putnam

RECEIVED
AUG 9 1967
FOR ...
16-1107
7064

August 8, 1967

Mr. R. L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

Dear Mr. Coats:

Enclosed are three copies of Contract No. 7064 awarded to you by the State Highway Commission on August 7, 1967, in the amount of $46,186.00. This contract is for paving on the Pine Street-"L" Street (Madras) Section of The Dalles-California Highway in Jefferson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is September 30, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
R. H. Clark

18-8334	Lane County Line-Odell Butte Sec. of Willamette Hwy. East of Eug. (Rock Prod.)	1967
#7065		

RECEIVED
DEC 28 1967
FOR FILING
18-8334
7065

December 27, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 7065 awarded to L. V. Anderson, General Contractor, for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County was completed on October 27, 1967, and accepted by the Highway Commission on December 26, 1967.

Final payment in the amount of $4,149 will be released to the contractor after January 4, 1968. The total contract amount is $78,942.55 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. L. V. Andersen
General Contractor
P. O. Box 757
Oakridge, Oregon 97463

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 27 1967
FOR FILING

18-8334

7065

December 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1967, on Contract No. 7065. The contract was with L. V. Anderson and was for rock production on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 26, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

12-27-67

RECEIVED
JAN 11 1968
FOR FILE

18-F334
7065

December 13, 1967

#12

Mr. L. V. Anderson
General Contractor
P. O. Box 757
Oakridge, Oregon 97463

Dear Mr. Anderson:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 7065 on the Lane County Line-Odell Butte Section of the Willamette Highway in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by five.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc L. R. Chandler
Harley Mayfield
L. H. Young
F. D. Morgan
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7065 Contractor L. V. Anderson

Highway Willamette

Section Lane Co. Line - Odell Butte

Kind of Work Rock Production

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delays caused by forest closures and addition of price agreement work justify an increase of 5 calendar days.

Recommended for Approval:

Carl M. Mellem
Division Engineer

John J. Bade
for Construction Engineer or ~~Bridge Engineer~~

J. S. Klobe
State Highway Engineer

Contract No.	7065
Project designation	State
	8-7-67 State-Federal
Date awarded	8-5-67
Work started	100% 10-27-67
Per cent completed	65
No. of ~~workdays~~ calendar days Allowed	70
No. of ~~workdays~~ calendar days Used	5
No. of Added ~~workdays~~ Requested	

SP*6206-734

E-230 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 31, 1967, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...65..... days to ...70..... days, within which to complete our Contract No. ...7065....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Between the dates of 8/19/67 and 8/31/67 we were not allowed to work after 1:00 pm. because of fire danger. From 8/31/67 to 9/6/67 we were not permitted to work at all because of fire closure. On October ~~15~~ 25th we finished all of the work covered under the contract but negotiated a price for hauling reject material from the pit to stockpile site B which took two days.

Respectfully submitted,

.....L. V. Anderson.....
Contractor

By L. V. Anderson

CONSENT OF SURETY

Date .....October 31....., 19..67

We, ...UNITED PACIFIC INSURANCE COMPANY.....

.....POST OFFICE BOX 1788, EUGENE, OREGON....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. WARD Attorney-in-fact

(SEAL)

J. W. Ward
J. W. WARD Resident Agent

RECEIVED
DEC 7 - 1967
FOR FILING

18-8334

7065

December 6, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 12
December 12, 1967 meeting

Gentlemen:

L. V. Andersen, contractor on the Lane County Line-Odell Butte section of the Willamette Highway in Klamath County, Contract No. 7065, requests an increase of five calendar days. The contractor's request is based on delays due to forest closures and work added to the contract.

In late August and early September 1967, the contractor was prevented from working at various times due to low humidities and high fire danger. State law requires that all work in forest lands when humidities fall below 30 percent cease. These closures were definitely beyond the contractor's control and would justify an increase of 11 calendar days.

A price agreement was added to the contract after all of the regular work had been completed and required two calendar days to perform. An increase of two days is justified.

The contract was completed October 27, 1967, at which time five days had been charged in excess of the 65 allowed. I recommend that the calendar days be increased by five which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:nn fn
Enc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7065 Contractor L. V. Anderson

Highway Willamette

Section Lane Co. Line - Odell Butte

Kind of Work Rock Production

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows: are

Delays caused by forest closures and addition of price agreement work justify an increase of 5 calendar days.

Recommended for Approval:

Carl M. Nelson
Division Engineer

Robert L. Bond
for Construction Engineer or ~~Bridge Engineer~~

J. S. Klabo
Assistant State Highway Engineer

Contract No.	7065
Project designation	State ~~ate~~-Federal
Date awarded	8-7-67
Work started	8-9-67
Per cent completed	100% 10-27-67
No. of ~~Workdays~~ calendar days Allowed	65
No. of ~~Workdays~~ calendar days Used	70
No. of Added ~~Workdays~~ Requested	5

ST*0206-734

E-250 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 31, 1967, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 70 days, within which to complete our Contract No. 7065, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **Between the dates of 8/19/67 and 8/31/67 we were not allowed to work after 1:00 pm. because of fire danger. From 8/31/67 to 9/6/67 we were not permitted to work at all because of fire closure. On October 15 we finished all of the work covered under the contract but negotiated a price for hauling reject material from the pit to stockpile site B which took two days.**

[redacted]

Respectfully submitted,

L. V. Anderson
Contractor

By L. V. Anderson

CONSENT OF SURETY

Date OCTOBER 31, 19 67

We, UNITED PACIFIC INSURANCE COMPANY

POST OFFICE BOX 1788, EUGENE, OREGON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. WARD Attorney-in-fact

(SEAL)

J. W. WARD Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Lane Co. Line-Odell Butte Sect.
Willamette Highway
Contract 7065

We have received from L. V. Anderson, contractor on the subject contract, the attached request for 5 additional calendar days. The contractor's request is based on a delay caused by low humidity which prevented his working because of fire danger. The entire forested areas in the state were closed due to high fire danger from September 1, through September 5, 1967. The contractor also requests additional time for work involved under a price agreement.

It is true that from August 19, to August 31, 1967, the contractor was not allowed to work after 1 pm because of low humidities. This restriction applied to all work in forest lands. Also, the national forests and all other forested areas in the state were closed from September 1, through September 5. We believe these closures were beyond the contractor's control and justify an increase of 11 calendar days.

A price agreement was added to the contract to cover the cost of hauling reject material from a cinder pit to a State stockpile site and 2 days were required to complete this hauling. The contractor completed all of the regular contract work on October 25, 1967, at which time 68 calendar days had been charged. The price agreement work was completed October 27, 1967, which is the official completion date of the project. At that time 70 calendar days had been charged.

This contract was set up with 2 completion times. For work involved in completing Stockpile Site A the contractor was allowed 50 calendar days and he completed this work in 43 calendar days. The second completion time applied to all of the contract work for which 65 calendar days were allowed.

Liquidated damages amounting to $375.00 have been assessed for the 5 calendar day overrun on the second phase. We recommend that the calendar days be increased by 5 based on the forest closures and the addition of work by price agreement mentioned above. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
DEC - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

18-8334 7065 C

FORM E.1 REV. 10-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lane County Line - Odell Butte		WEEK ENDING: Nov. 30, 1967
		SECTION PREFIX: 18-8334
HIGHWAY: Willamette		COUNTY: Klamath
NAME OF JOB: Lane County Line - Odell Butte	KIND OF WORK: Rock Production	
CONTRACTOR: L. V. Anderson	CONTRACT NUMBER: 7065	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 9, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 50 & 65	CALENDAR DAYS USED 43 & 70
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 86 & 100
PROJECT AUTHORIZATION: $84,915.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $78,876.60	ENGINEERING AUTHORIZATION $ 6,038.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $79,264.63	ENGINEERING COST TO DATE $ 5,209.65	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.5 %	PERCENT OF AUTHORIZATION 86.3%	DATE PROJECT WAS COMPLETED: October 27, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			N/A		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			37,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			37,677.66 "		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			37,677.66 "		
AVERAGE DAILY QUANTITIES			0.00		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Foggy			
MONDAY	Mostly Fair			
TUESDAY	Fog AM Partly Cloudy PM			
WEDNESDAY	Rain Showers			
THURSDAY	Mostly Cloudy			
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11-26-67	
MONDAY 11-27-67	Two Men in office on Semi-final Estimate
TUESDAY 11-28-67	" " " "
WEDNESDAY 11-29-67	" " " "
THURSDAY 11-30-67	Two men completed semi-final this date. This will be the last weekly report.
FRIDAY	
SATURDAY	

REMARKS

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 9 1967
FOR FILING

18-8334

1065

August 8, 1967

L. V. Anderson, General Contractor
P. O. Box 757
Oakridge, Oregon 97463

Dear Mr. Anderson:

Enclosed are three copies of Contract No. 7065 for $75,480.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for rock production on the Lane Co. Line-Odell Butte Section of the Willamette Highway in Klamath County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Harley Mayfield

S-559(1) S.P.& S. Overcrossing & U.P.R.R. Undercrossing Sections 1967

#7066

3372

JAN 6 - 1969

S-5591(1)
1066

January 6, 1969

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7066 awarded to Lord Bros. Contractors, Inc., for structures, grading and paving on the S.P. & S. Railway Overcrossing and U.P.R.R. Undercrossing of FAS 940 in Multnomah County was completed on August 14, 1968, and accepted by the Highway Commission on January 3, 1969.

Final payment in the amount of $12,974.42 will be released to the contractor after January 13, 1969. The total contract amount is $441,393.20 including $2,703.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

JAN 6 - 1969

S-5559(1)
7066

January 3, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1968, on Contract No. 7066. The contract was with Lord Brothers Contractors, Inc. and was for structures, grading and paving on the SP&S Railway Overcrossing and UPRR Undercrossing Section of FAS940 (Walker Street and North Columbia Boulevard) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 3, 1969, and that you concur in this procedure at the Commission meeting on January 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Quary
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

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DEC 4 - 1968

FOR FILING

S-5591(1)
7066

November 13, 1968

Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

45

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7066 on the S.P. & S. Railway Overcrossing and U.P.R.R. Undercrossing Section of FAS 940 in Multnomah County.

After careful consideration, the Commission granted you an additional 46 days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. W. Rulien
Multnomah County Engineer
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Maison

SUPPLEMENT

We request an increase in the number of calendar days for completing the contract from 270 days to 349, without the assessment of liquidated damages. The actual days of delay, as listed below, were in excess of the additional days requested.

This request is based upon Article 8-8 of Standard Specifications for Highway Construction, allowing adjustment of contract time for increases due to causes beyond the control of the contractor which affect the time necessary for completion of work under the contract. The request is being made at this time pursuant to the letter of March 27, 1968, from L. W. Rulien, Division Engineer, deferring action upon contractor's requests for additional time until completion of the contract.

The dates of the calendar days during which prosecution of the work was actually prevented without fault of the contractor and the conditions or causes beyond the contractor's control which actually prevented the prosecution of work on said dates were as follows:

1. October 3, 1967. Work was delayed one day due to rain 1

2. November 21, 1967 through November 22, 1967. The Union Pacific Railroad delayed completion of the shoofly for two days because of failure to furnish ballast rock as needed by its crew. The crew was idle during this period while awaiting delivery of the rock 2

3. December 5, 1967. Rain and snow necessitated one-half day delay ..... ½

4. December 19, 1967 through December 21, 1967. Snow necessitated a delay of two and one-half days 2½

5. January 9, 1968. Work was delayed one day due to rain and wind 1

6. January 17, 1968 through January 19, 1968. Work was delayed three days by the removal of a 12-inch city water main 3

7. January 27, 1968 through January 31, 1968. Snow necessitated a five-day delay 5

8. May 20, 1968 through June 4, 1968. Rain caused ponding and softening of excavated subgrade where gravity drainage was not possible, thus causing a delay of sixteen calendar days 16

9. June 6, 1968 through June 11, 1968. The railroad delayed work five days by failing to provide crews to lay rail 5

10. July 10, 1968 through July 15, 1968. The County Engineer suspended work six days because of the unstable condition of the subgrade 6

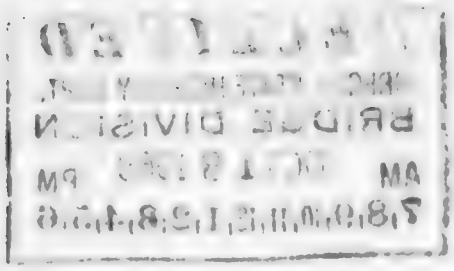
11. July 16, 1968 through July 18, 1968. Additional work required by the addition of a second access ramp caused a three-day delay 3

12. July 30, 1968 through August 1, 1968. Work was delayed three days while the relocated city water main was re-connected 3

13. August 8, 1968 through August 9, 1968. A two-day delay was required to lower a valve vault which had been staked too high 2

14. A total of thirty-four days were required to complete other extra work ordered by the Highway Department and consisting of an overflow tower, installation of valve vault and construction of storm sewers 34

TOTAL DAYS OF DELAY 84



GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. Seattle, Washington 98105

SAFECO INSURANCE

POWER OF ATTORNEY

No. 102-B

KNOW ALL MEN BY THESE PRESENTS:

That **General Insurance Company of America**, a Washington corporation, does hereby appoint

---JAMES W. BAYLESS &/or R. W. RIMBACH &/or F. WARREN MUNRO, Portland, Oregon--------

its true and lawful attorney(s)-in-fact, with full authority to execute on behalf of the company fidelity and surety bonds or undertakings and other documents of a similar character issued by the company in the course of its business, and to bind **General Insurance Company of America** thereby as fully as if such instruments had been duly executed by its regularly elected officers at its home office.

IN WITNESS WHEREOF, **General Insurance Company of America** has executed and attested these presents this 7 day of August, 19 68.

W D Hammersla SECRETARY

Linda H. Sweeney PRESIDENT

CERTIFICATE

Extract from the By-Laws of **General Insurance Company of America:**

"Article VI, Section 13. – FIDELITY AND SURETY BONDS . . .. the Chairman of the Board of Directors, the President, any Vice President, and the Secretary shall each have authority to appoint individuals as attorneys-in-fact or under other appropriate titles with authority to execute on behalf of the company fidelity and surety bonds and other documents of similar character issued by the company in the course of its business.

"The power of appointment granted in this paragraph to the officers enumerated may be exercised by each of them severally, regardless of the availability or unavailability of the other officers enumerated. On any instrument making or evidencing such appointment the signatures may be affixed by facsimile.

"On any instrument conferring such authority or on any bond or undertaking of the company the seal, or a facsimile thereof, may be impressed or affixed or in any other manner reproduced; provided, however, that the seal shall not be necessary to the validity of any such instrument or undertaking."

I, W. D. Hammersla, Secretary of **General Insurance Company of America,** do hereby certify that the foregoing is a true and correct copy of Article VI, Section 13 of the By-Laws of said corporation and of a power of attorney executed pursuant thereto and that both said By-Laws and said power of attorney are still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the facsimile seal of said corporation this 25 day of August, 19 68.

GENERAL INSURANCE COMPANY OF AMERICA CORPORATE SEAL 1923 State of Washington

W D Hammersla
SECRETARY

S-942 R2 10/67

® SAFECO Insurance Company of America, registered trademark owner.

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NOV 6 - 1968
FOR FILING

I-5S 7(1)
111.1

November 4, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 12, 1968 meeting

Gentlemen:

Lord Brothers Contractors, Inc., contractor for the construction of the SP&S Railway overcrossing and the Union Pacific Railroad undercrossing on FAS 940 (county project) in Multnomah County, Contract No. 7066, has requested that he be granted an additional 79 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay due to inclement weather, performance of work by others in the project area, ordered stoppages, and extra work added as his reasons for failure to complete the work.

The contract allotted 270 calendar days to complete the work. Three hundred and forty-nine calendar days were charged through to completion. This is an overrun of 79 calendar days.

The contractor's operations were delayed five days due to adjustment of a 12-inch water line in the project area that was not shown on the project plans; five days on an ordered shutdown due to the condition of the grade; three days due to revisions to access to an industrial area adjacent to the project; one day due to a plan change for the elevation of a manhole, and 34 days due to extra work added. This is a delay of 48 days due to conditions beyond the contractor's control.

I recommend that the contractor be granted an additional 48 days without assessment of liquidated damages and that he be assessed $3,100 liquidated damages for the remaining 31 days consumed.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Marchant
C. H. Maison
L. W. Rulien

CAC:jf fn

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 18 1968
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7066 Contractor Lord Bros.

Highway N. Columbia Blvd. FAS 940

Section SP&S Overcrossing - UPRR Undercrossing

Kind of Work Structures - Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant an extension of 48 days without assessment of liquidated damages due to delays occasioned by conditions beyond the contractor's control. Assess liquidated damages (3,100) for remaining 31 days consumed.

Recommended for Approval:

Division Engineer

Construction ~~Engineer~~ or Asst. Bridge Engineer

State Highway Engineer

Contract No. .....

Project designation ..... State-Federal

Date awarded .....

Work started .....

Per cent completed ..... Date

No. of Workdays Allowed .....

No. of Workdays Used .....

No. of Added Workdays Requested .....

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 18, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 270 days to 349 days, within which to complete our Contract No. 7066, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See supplement attached.

Respectfully submitted,

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord
W. T. Lord President

CONSENT OF SURETY

Date September 25, 1968

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. H. Pemberton
Attorney-in-fact

Portland
Resident Agent

R. H. Pemberton

(SEAL)

CONSTRUCTION ENGR. SALEM

FORM E-1 (REV. 12-66) S-559(1) 9822

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.P. & S O'XING; U.P.R.R. U'XING	WEEK ENDING: 17 AUG 68	
	SECTION PREFIX: 526-1086	
HIGHWAY: N. COLUMBIA BLVD.	COUNTY: MULTNOMAH	
NAME OF JOB: N. COLUMBIA STRUCTURES F.A.S	KIND OF WORK: STRUCTURES, GRADING & PAVING	
CONTRACTOR: LORD BROS	CONTRACT NUMBER: 7066	FEDERAL AID PROJECT NUMBER: S-559-(1)
DATE OF CONTRACT: 21 AUG 1967	DATE WORK STARTED: 28 AUG 67	ESTIMATED COMPLETION DATE: 14 AUG 68
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 349
PROJECT AUTHORIZATION: $487,784.05	SPECIFIED COMPLETION DATE: 27 MAY 67	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ —	ENGINEERING AUTHORIZATION $ NIL	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $487,784.05	ENGINEERING COST TO DATE $ —	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . — %	DATE PROJECT WAS COMPLETED: 14 AUG 68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.10		~~0~~	0.10
MILES PARTIALLY COMPLETED	~~0~~				
MILES COMPLETED	0.24	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,400	1480			2400
TOTAL QUANTITIES CORRECTED TO DATE	17,500	1500			2500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,500	1500			2500
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: LOADER, TRUCKS, ROLLER.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9684	9685						
PERCENT	100	100						

	WEATHER	~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR	1		NONE
MONDAY	FAIR	1		
TUESDAY	SHWRS	1		
WEDNESDAY	SHWRS	1		
THURSDAY	WORK			
FRIDAY				
SATURDAY	COMPLETE			

Morgan, Pease, Decker, Morelock, Bond, Trout, Barbee, Scott, Walker, Wills, Glenn, Litchfield, Swan, Olson

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AUG 20 1968
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Work
MONDAY	Placed Sidewalk Gravel " Temporary Guardrail Form Concrete End Pieces
TUESDAY	Pour " " " " Install Median Barrier Raise MH #5
WEDNESDAY	Install Flashing Beacons Trim Bridge Rail ALL WORK COMPLETE PENDING FINAL INSPECTION
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED K. W Lewis LOCATION Portland.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-99		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Multnomah
		PROJECT NO.
		SU-559(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SP&S Railroad O'xing and UPPR U'xing of FAS 940 (Walker St. & N. Columbia Blvd.) in Multnomah County.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-67	0.183
OTHER *(Specify)*		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 508,792	$ 323,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Slater

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By R. R. Buckland
(Division Engineer)

Date executed by Division Engineer September 13, 1967

Oregon State Highway Department

Federal-Aid
Project No. SU-559(1)

S. P. & S. RAILROAD O'XING AND U. P. R. R. U'XING OF

FAS 940 (WALKER ST. & N. COLUMBIA BLVD.) IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, August 30, 1967

Type Code 6201
Roadway (Sta. 317+50 to Sta. 324+00) (Contract No. 7066)

Clearing and Grubbing	All Required		$ 34,000.00
General Excavation, Unclassified	9,800 cu. yd.	$ 1.00	9,800.00
Embankment in Place, R. R. Shoofly	6,500 cu. yd.	1.30	8,450.00
Embankment in Place, S. P. & S. Ry. O'xing	2,000 cu. yd.	1.30	2,600.00
Fill Sand	100 cu. yd.	4.00	400.00
Trench Excavation	70 cu. yd.	5.00	350.00
Special Backfill in Drains	22 cu. yd.	8.00	176.00
Watering	60 M-gal.	3.00	180.00
1-1/2" - 0 Material in Base	1,360 cu. yd.	3.25	4,420.00
3/4" - 0 Material in Base	100 cu. yd.	5.00	500.00
Access Road	All Required		1,000.00
Plant-Mixed Bituminous Base	1,900 ton	6.40	12,160.00
Class "B" Asphalt Concrete	500 ton	6.70	3,350.00
8-inch Sewer Pipe	100 lin. ft.	3.00	300.00
10-inch Sewer Pipe	26 lin. ft.	4.00	104.00
6-inch Drain Pipe	120 lin. ft.	2.50	300.00
8-inch Drain Pipe	84 lin. ft.	3.00	252.00
Concrete Sump	1 only	350.00	350.00
Concrete Inlets, Type CG-1	2 only	160.00	320.00
Setting Monument Boxes	2 only	30.00	60.00
Adjusting Manholes	2 only	100.00	200.00
Concrete Curbs	30 cu. yd.	40.00	1,200.00
Concrete Driveways	32 sq. yd.	5.00	160.00
Type 2 Barricade	270 lin. ft.	3.00	810.00
Roadside Seeding and Mulching	0.6 acre	1,620.00	972.00
Median Barrier	100 lin. ft.	5.00	500.00
Vertical Alternate Flashing Beacons	2 only	475.00	950.00
Concrete End Pieces	2 only	160.00	320.00
			$ 84,184.00

Flagging (57-1/2% of contractor's cost)	All Required		$ 500.00
Work by U. P. R. R. Railroad Co.	All Required		27,335.00
U. P. R. R. Protection Cost	All Required		14,000.00
			$ 41,835.00
	Subtotal		$126,019.00
	10% Engr. & Cont.		12,601.00
	Total		$138,620.00

Type Code X141
S. P. & S. Ry. O'xing, Br. No. 9685 (Sta. 442+70 to Sta. 445+90)
(Contract No. 7066)

Alter Existing Structure	All Required		$ 10,000.00
Structural Excavation	440 cu. yd.	6.00	2,640.00
Drain Rock	13 cu. yd.	8.00	104.00
10 BP 57 Steel Piling in Place	1,450 lin. ft.	6.00	8,700.00
Furnish Treated Timber Piling	1,900 lin. ft.	1.30	2,470.00
Drive Treated Timber Piling	93 only	40.00	3,720.00
Class "A" Concrete	610 cu. yd.	70.00	42,700.00
Reinforcement	94,000 lb.	0.12	11,280.00
Structural Steel	123,000 lb.	0.30	36,900.00
Metal Parapet Rail	317 lin. ft.	8.00	2,536.00
			$121,050.00

Type Code X631
U. P. R. R. U'xing, Br. No. 9684 (Sta. 319+85.49) (180.18' long) (Contract No. 7066)

Remove Existing Railroad Bridge	All Required		$ 7,000.00
Remodel East Abutment	All Required		1,990.00
Structural Excavation	180 cu. yd.	6.00	1,080.00
Drain Rock	10 cu. yd.	8.00	80.00
Timber Piling in Place	2,830 lin. ft.	2.00	5,660.00
10 BP 42 Steel Piling in Place	648 lin. ft.	5.00	3,240.00
Cast in Place Concrete Piling	950 lin. ft.	6.00	5,700.00
Class "A" Concrete	210 cu. yd.	65.00	13,650.00
Reinforcement	20,000 lb.	0.12	2,400.00
Structural Steel	373,000 lb.	0.35	130,580.00
Concrete Slab Riprap	45 sq. yd.	10.00	450.00
Ballast Trough Waterproofing	365 sq. yd.	13.00	4,745.00
Trestle Superstructure, Untreated	225 lin. ft.	180.00	40,500.00
			$217,045.00
	Total (Structures)		$338,095.00

Salvage Credit for Old Bridge	31,500 lb.	0.05	$ (1,575.00)
		Subtotal	$336,520.00
		10% Engr. & Cont.	33,652.00
		Total	$370,172.00

Length of Roadway	0.128 mile
Length of Structure (1)	0.060 mile
Total Length	0.188 mile
Cost of Roadway per Mile	$1,126,991.80

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$138,620.00	$ 88,000.00	$25,310.00	$25,310.00
Structures	$70,172.00	235,000.00	67,586.00	67,586.00
	$508,792.00	$323,000.00	$92,896.00	$92,896.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

S.P. & S. RAILROAD O'XING AND U.P.R.R. U'XING

PROJECT NO. SU-559(1)

Work by U.P.R.R. Co.

Track Work - SMT	$22,970
Track Work - Rich Mfg. Co. Spur	3,220
Signal Work - Temp.	1,660
Signal Work - Perm.	345
Communication Work - Temp.	75
Communication Work - Perm.	75
Inspection	4,065
Salvage Credit	(5,000)
Total	$27,335

*R. R. Engineering is in addition to this amount.

RAILROAD PROTECTIVE COSTS - U.P.R.R.

N. COLUMBIA BLVD. - FAS 940

Figure Full Flagging Crew for 3 months.
Figure Engineer-Inspector for 6 months.

Flagging Crew - Headquarters, North Portland

Section Foreman 2.95/hour x 8 x 21 x 3	$ 1,486.80
Section Laborers 2 x 2.67 x 8 x 21 x 3	2,691.36
Overtime - Foreman 2.95 x 1.5 x 1 x 21 x 3	278.78
Overtime - Laborers 2 x 2.67 x 1.5 x 1 x 21 x 3	504.63
	$ 4,961.57
+ 30% payroll additives	1,488.47
Total Flagging Crew Expense (Labor)	$ 6,450.04
Equipment Rental 9.50 x 21 x 3	598.50
Total Flagging Crew Expenses	$ 7,048.54

Engineer-Inspector - Headquarters, Portland

Salary $767 x 6	$ 4,602.00
+ 30% Payroll additives	1,380.60
Expenses 1.50 x 21 x 6	189.00
Equipment Rental 9.50 x 21 x 6	1,197.00
Total Engineer-Inspector Expense	$ 7,368.60

Total Cost of R.R. Protective Work	$14,417.14
State will stand	$14,000.00

(6) Gr. 1 - 100%

Oregon State Highway Dept.

Federal Aid
Project No. SU-559 (1)

S.P.&S. Railroad O'xing and U.P.R.R. U'xing of
FAS 940 (Walker St. & N. Columbia Blvd.) in Multnomah County

Project agreement estimate.

Salem, Oregon, 1967

Type Code 6201

Roadway (Sta. 317+50 to Sta. 324+00) Contract No. 7066)

				$
Clearing and Grubbing	All Required			34,000.00
General Excavation, Unclassified	9,800	c.y.	1.00	9,800.00
Embankment in Place, R.R. Shoofly	6,500	"	1.30	8,450.00
Embankment in Place, S.P.&S. Ry. Oxing	2,000	"	1.30	2,600.00
Fill Sand	100	"	4.00	400.00
Trench Excavation	70	"	5.00	350.00
Special Backfill in Drains	22	"	8.00	176.00
Watering	60	M-gal.	3.00	180.00
1½"-0 Material in Base	1,360	cu.yd.	3.25	4,420.00
¾"-0 Material in Base	100	"	5.00	500.00
Access Road	All Required			1,000.00
Plant-Mixed Bituminous Base	1,900	ton	6.40	12,160.00
Class "B" Asphalt Concrete	500	"	6.70	3,350.00
8-inch Sewer Pipe	100	lin ft.	3.00	300.00
10-inch Sewer Pipe	26	"	4.00	104.00
6-inch Drain Pipe	120	"	2.50	300.00
8-inch Drain Pipe	84	"	3.00	252.00

Concrete Sump	1	only	350.00	350.00
Concrete Inlets, Type CG-1	2	"	1600	320.00
Setting Monument Boxes	2	"	30.00	60.00
Adjusting Manholes	2	"	100.00	200.00
Concrete Curbs	30	cu. yd.	40.00	1,200.00
Concrete Driveways	32	sq. yd.	5.00	160.00
Type 2 Barricade	270	lin. ft.	3.00	810.00
Roadside Seeding and Mulching	0.6	acre	1,620.00	972.00
Median Barrier	100	lin. ft.	5.00	500.00
Vertical Alternate Flashing Beacons	2	on lr	475.00	950.00
Concrete End Pieces	2	"	160.00	320.00
				$ 84,184.00

Flagging (5% ± % of Contractors Cost)	All Required	$ 500.00
Work by UPRR Railroad Co.	" "	27,335.00
UPRR Protection Cost	" "	14,000.00 ✓
		$ 41,835.00

Subtotal	$126,019.00
10% Engr & Cont.	12,601.00
Total	$138,620.00

Type Code x 141 (Length 90')

S.P.&S. RY. O'xing Br. No. 9685 (Sta 442+70 to Sta. 445+90) (Contract No 7041)

Alter Existing Structure	All Required			$10,000.00
Structural Excavation	440	cu yd.	6.00	2,640.00
Drain Rock	13	"	8.00	104.00
10 BP 57 Steel Piling in Place	1,450	l.in.ft.	6.00	8,700.00
Furnish Treated Timber Piling	1,900	"	1.30	2,470.00
Drive Treated Timber Piling	93	only	40.00	3,720.00
Class "A" Concrete	610	cu. yd.	70.00	42,700.00
Reinforcement	94,000	lb.	0.12	11,280.00
Structural Steel	123,000	lb.	0.30	36,900.00
Metal Parapet Rail	317	l.in.ft.	8.00	2536.00
				$121,050.00

Type Code X631

UPRR U'xing Br. No. 9684 (Sta 319+85.49) (180.18' long) (Contract No. 7066)

				$
Remove Existing Railroad Bridge	All	Required		7,000.00
Remodel East Abutment	All	Required		1,990.00
Structural Excavation	180	cu. yd.	6.00	1,080.00
Drain Rock	10	"	8.00	80.00
Timber Piling in Place	2,830	lin. ft.	2.00	5,660.00
10 BP42 Steel Piling in Place	648	"	5.00	3,240.00
Cast in Place Concrete Piling	950	"	6.00	5,700.00
Class "A" Concrete	210	cu. yd.	65.00	13,650.00
Reinforcement	20,000	lb.	0.12	2,400.00
Structural Steel	373,000	"	0.35	130,550.00
Concrete Slab Riprap	45	sq. yd.	10.00	450.00
Ballast Trough Waterproofing	365	"	13.00	4,745.00
Trestle Superstructure, Untreated	225	lin. ft.	180.00	40,500.00
				$217,045.00
		Total (Structures)		$338,095.00
Salvage Credit for Old Bridge	31,500	lb.	0.05	$(1,575.00)
		Sub total		$336,520.00
		10% Engr. & Cont.		33,652.00
		Total		$370,172.00

Length of Roadway 0.123 mile

" " Structure (1) 0.060 mile

Total Length 0.183 mile

Cost of Roadway Per Mile $1,126,991.80

Summary of Funds

Description	Total cost	Federal funds	State funds	County funds
Roadway	$138,620.00	$88,000.00	$25,310.00	$25,310.00
structures	370,172.00	235,000.00	67,586.00	67,586.00
	$508,792.00	$323,000.00	$92,896.00	$92,896.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap, 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Start new sheet

S.P.&S. Railroad Oxing and U.P.R.R. U'xing
Project No. SU-559(1) &7*

Work by U.P.R.R. Co.

Track work - SMT	#22,970
Track Work - Rich Mfg. Co. Spur	3,220
Signal work - Temp.	1,660
" " - Perm.	345
Communication work - Temp.	75
" " - Perm.	75
Inspection	4,065
Salvage Credit	(5000)
Total	*#27,335

*R.R. engineering is in addition to this amount.

Start New Sheet

Railroad Protective Costs - U.P.R. 1st

N. Columbia Blvd - FAS 940 93

Figure Full Flagging Crew for 3 months
Figure Engineer Inspector for 6 months

Flagging Crew - Headquarters North Portland

Section Foreman	$2.95/hour × 8 × 21 × 3	=	1486.80
Section Laborers	2 × $2.67 × 8 × 21 × 3	=	2691.36
Electric. Foreman	$2.55 × 1.5 × 1 × 21 × 3	=	278.78
Laborers	2 × $2.67 × 1.5 × 1 × 21 × 3	=	504.63
			4961.57
✓ + 30% pay roll additives			1488.47
Total Flagging Crew expense (labor)			6450.04
Equipment Rental	9.50 × 21 × 3	=	598.50
Total Flagging Crew expense			7048.54

Engineer Inspector Headquarters Portland

Salary	$767 × 6	=	4602.00
✓ + 30% payroll additives			1380.60
✓ Expenses	$1.50 × 21 × 6	=	189.00
✓ Equipment Rental	$9.50 × 21 × 6	=	1197.00
Total Engineer Inspector Expense			7368.60

Total Cost of RR protective work $14,417.14

State will stand $14,000

FORM FHWA-1123X SOM 7-65

RECEIVED
SEP 6 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 5, 1967

Fred W. Hill, Member
Helix

S-559(1)
7066

Mr. Paul C. Northrop
Director, Department of Public Works
2115 SE Morrison
Portland, Oregon 97214

Dear Sir:

Attached is a copy of a memo written by Harold Reynoldson of this office relative to the salvaging of the steel girders in the U.P.R.R. structure on N. Columbia Boulevard, FAS 940.

As you are aware, and pursuant to the standard clause in our FAS-County agreements, the "County shall contribute 100% of the cost of any items of the project in which the Federal Government does not participate with its federal aid funds." Since the old steel girders in the present structure would normally become the property of the contractor and the salvage value would be reflected in his bid for removal of the structure, the Bureau of Public Roads, in this case, will participate only in the structure removal minus the salvage value of the steel members as per the attached memo.

Inasmuch as this item will be itemized in the final total costs after the project has been completed and since we feel that there may be sufficient money left in the County's original advance deposit of $97,600, there is no necessity of you paying any additional monies at the present time.

I am sending this to you for your information so that when the salvage value of the steel in the amount of $1,575.00 appears in the final billing as a 100% charge to Multnomah County you will know the basis upon which the charge was made.

NOTED
F. B. KLABOE

Very truly yours,

H. S. Cox
County and City Engineer

By: Robert H. Prange
Field Engineer

RECEIVED
SEP 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
R. N. Chase

NOTED
H. S. COX

MEMO TO FILES August 28, 1967

Re: U.P.R.R. Bridge
N. Columbia Boulevard, FAS 940
Multnomah County

As part of the agreement between the U.P.R.R. and Multnomah County, the railroad is to retain the steel members from the existing structure which is to be removed by the contractor on subject project, the salvage value of these steel members will not be reflected in the contractor's bid for the project; however, the Bureau of Public Roads will participate in the cost of dismantling of a bridge minus the salvage value of same (See PPM 21-14-2). This participation is computed as follows:

Bridge dismantling (Contractor's Bid)	$7,000.00
Salvage value of bridge (Engineer's Estimate)*	1,575.00
ESTIMATED B.P.R. PARTICIPATION	$5,425.00

Harold Reynoldson
Harold Reynoldsnn, Planning Engineer
County and City Division

HR:nr

* 31,500 lbs @ 0.05 ¢ = $1,575.00

Weight of bridge members came from Mr. Wheatly (Mult. Co. Bridge Engineer). Salvage value of the steel members is 5¢ per pound.

cc: Ted Roake
C. G. Swenson
Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Ar[illegible]

NOTED

RECEIVED
SEP 19 1967
FOR FILING
S-5559(1)
7066

C

Bid July 27

August 21, 1967

Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for structures, grading and paving on the S.P. & S. Railway Overcrossing and U.P.R.R. Undercrossing section of FAS 940 in Multnomah County for the sum of $422,279 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Multnomah County is received and the sum of $97,600 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7066. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 1, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon
L. W. Rulien
Paul C. Northrop, Multnomah Co. Engineer
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 10 1967
FOR FILING
S-5559(1)
7066

MISC. CONTRACTS and
AGREEMENTS No. 3372

August 4, 1967

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering the SP&S Railroad Overcrossing and the UPRR Railroad Undercrossing on FAS 940 in Multnomah County.

Two fully executed copies of this agreement have been sent to the City of Portland, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-128X 50M 7-65

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
~~KENNETH H. FRIDLEY, MEMBER~~
~~WASCO~~
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 20 1967

5-559(1)

Fred W. Hill, Member
Helix

7066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1967

Mr. Paul C. Northrop
Director of Public Works
Department of Public Works
2115 S.E. Morrison
Portland, Oregon 97214

Dear Sir:

Enclosed is a memorandum from the Bureau of Public Roads by which they reluctantly approved the S.P.&S. Railroad O'Xing and the U.P.R.R. U'Xing structures on N. Columbia Boulevard in North Portland. Please note the Bureau's references to minimum design standards, clearances and safety factors involved in the project, also comments concerning standards on future projects.

There is also enclosed a set of our most recent standards on highway construction which are in accordance with the latest thinking on highway safety design features, plus a copy of Highway Design and Operational Practices Related to Highway Safety dated February 1967. We hope that these will be of value to you in the design of future projects in the urban and suburban areas of Multnomah County.

If we can be of any further assistance in this or any other matters, please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Field Engineer

NOTED
F. B. KLABOE

RHP:nr

cc: F. B. Klaboe
A. W. Parsons

RECEIVED
JUL 21 1967
OFFICE
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

FILED
JUL 3 1967
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

S-559(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 30, 1967

In reply refer to: 08-35-EC/710.13
XRef: S-559(1)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Our April 12, 1967 memorandum deferred action on the below-listed project pending resolution of additional matters. The necessary information has been supplied by Mr. Cox's June 22, 1967 letter. Subsequently, Mr. Young's June 26 letter resubmitted this item for inclusion in the subject program. This Stage 2 Construction Phase project is approved effective today.

Item	Project	Location	Work
971	SU-559(1)	SP&S RR O'xing and UPRR U'xing - Columbia Blvd (Portland)	2 Structures

Our review of Mr. Cox's June 22 letter requesting certain exceptions to the Secondary Road Standard indicates you are reluctant to pursue clearance problems with the county to the extent of the new safety manual and your own design standards. In view of your position, we feel that the 2-foot offset from the edge of the outer traffic lanes is acceptable provided at left turn refuge areas you decrease this to 1 foot and provide a minimum 14-foot median in this area. We do not recommend a reduction in lane width to 11 feet as suggested, but would maintain 12-foot lanes and provide guardrail around the railroad piers as shown in Drawing 22812.

To fulfill your responsibility for such projects as required by Section 114, Title 23, and Paragraph 4 of PPM 21-6.3, we suggest you discuss the new safety manual with the county people and encourage them on all future designs to accept values in the AASHO manuals as minimums, and that they try to adhere to your own standards set up for such roads. We assume that you will attempt to control access to this important route. We find, thus, the route is operable with uninterrupted flow and using high design standards. With the interrupted flow anticipated in this heavy industrial area, the capacity could be restricted considerably below that anticipated in

7-5-67
REFERRED TO
Eder Marchant - Morgan - Cof - Young
TOM EDWARDS
By Asst. State Hwy. Engr.

(more)

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the design year. The requested exception to minimum design standards of your approved Secondary Road Plan Standards is therefore accepted for this project only.

The material furnished in regard to future land use of the George area and the interim pedestrian safety measures to be installed by the city provides compatibility justification of this project to the anticipated land uses of the area affected.

Therefore, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan with the above-mentioned exceptions to the minimum design standards. If you subsequently find additional exceptions to the procedure will be needed, or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

This action provides for an improvement to 0.35 miles of Secondary Highway at a total estimated cost of $505,000, of which $303,000 is reserved as Federal-aid Secondary funds.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 6-23-67

FEDERAL - AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-23-67

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	10,500 6,750	12,000 18,400 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	971 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68) (69)	(70)	(71) (72)	(73)	(74) (75)		SU- 559(1)		(24) (26)	27
					14 23	7 13			

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	940 (32)	Co. Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr. Dr. 4-12' lanes H.T. pave. with curbs & 12' median. Widen one RR O'xing and constr. one RR U'xing Length 387'. Const. RR shoofly and adj. RR facilities.
0.35	505,000	303,000	101,000	101,000 (Co.)	ROW - 80' min; Access control-none; Parking rest.-none; Util. & Railroad-adj. req. incl. prep work.
0.35	505,000	303,000	101,000	101,000 (Co.)	
(16)	(23) (24)	(33)			

REMARKS

Relocation assistance-none involved.

USCOMM DUSCOMM-DC 48905-P61

S.P. & S. Ry. O'xing and UPRR U'xing N. Columbia Blvd. (Portland)

Project No. SU-559(1)

Existing Facility

Roadway: 2-20' lanes H.T. pavement with 10' shoulders.

Structures: S.P. & S. Ry. O'xing steel girder, length 130', HC 42'
UPRR U'xing steel girder, single track, L. 65', HC 16' (RR)

Adjacent Sections

East and West Ends: Same as existing.

Project Data

UPRR - Construct a steel girder railroad bridge for single track approximately 180' long and approximately 16' wide, with approaches and connections, construct and remove railroad shoofly, the total length being 1,001.09' including a 224' untreated timber structure, dismantle and salvage existing railroad bridge for railroad, use material from county source for shoofly embankment, girders for road crossing portion of shoofly are available from and should be returned to Highway Department. Also construct a 64' curb section 450' long with AC paving tapering into existing roadway at each end, with stone footpaths 6.5' wide. Total length of street project being 650'.

SP & S RR - Construct an addition on the north side to the existing bridge, a structure of steel girder and reinforced concrete girder, approximately 206' long, providing for the separation of 2-way traffic, making 27' traveled way for westbound traffic and a 35' 10" traveled way for east bound traffic, with a 10' sidewalk on the south side and a 5' sidewalk on the north side, with a 8.5' median, with a retaining wall approximately 112' long along the east approach, place lamp bases and electric conduit in the structure. Handrails removed from the existing bridge are to go to railroad, approaches and AC paving to be done by county.

The project also includes Railroad protective service, adjustment of Railroad signal and communication lines, adjustment of trackage and other work by Railroad forces.

Name of Railro
Number of Trac
Number of Trai
High Speed Tra
Present Protec
Proposed Prote
Railroad Benef

The agreements
the process of bein

Minimum Design
as follows, has bee
1. Insuffi
median of road
2. Insuffi
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System Action,
Public Hearing
Pertinent data
Justification
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submitted under our

Route Data

This route ser
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Blvd. (Portland)

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a retaining wall
lamp bases and
from the existing
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rvice, adjustment
t of trackage and

Railroad Crossing Data

Name of Railroad	S.P. & S. Ry.	UPRR
Number of Tracks	5 (2 main; 3 siding)	1
Number of Trains	50	12
High Speed Trains	None	None
Present Protection	O'xing	U'xing
Proposed Protection	O'xing	U'xing
Railroad Benefit	None	None

The agreements between Multnomah County and Railroad involved are in the process of being executed.

Minimum Design Standards: Justification for exceptions to Standards as follows, has been furnished under our letter of 6-22-61

1. Insufficient clearance of the UPRR structure support in the median of roadway from the 12' travelway (approximately 2½').
2. Insufficient shoulder width of the roadway on the new widening section of the SP & S overcrossing. The proposed shy distance from the curbs of the inside 12' lane is 1' and the outside 12' lane is 2'.

System Action, Airports, Water Development - none involved.

Public Hearing has been held.

Pertinent data required by IM 50-2-65 has been previously furnished.

Justification data for the specific location of the segment of the route in the vicinity of the "George" residential neighborhood has been submitted under our letter of 6-22-67.

Route Data

This route serves residential, existing and developing industrial areas and utility plans of the City of Portland.

FORM S-122X, 50M 7-66

RECEIVED
JUN 27 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
[redacted]
PORTLAND

Fred W. Hill, Member
Helix

8-559(1)
7066

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1967

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Dear Sir:

Reference is made to Mr. T. Dee's memorandum of April 12, deferring approval of Item 971, 8-559(1), SP&S Railway Overcrossing and UPRR Undercrossing on Columbia Boulevard, FAS 940, in Multnomah County. The following statements are made regarding comments contained in your memorandum:

1. Shoulder Width - The typical section as designed by Multnomah County and shown on the attached plan sheet provides for a four-lane divided roadway 64 feet wide between curbs, composed of four 12-foot traffic lanes, a 12-foot median, and two 2-foot offsets from the edges of the outer traffic lanes to the outside curbs. It should be noted that this is a continuation of the same basic typical section that will prevail throughout the entire length of a reconstruction project which is to be accomplished by Multnomah County on North Columbia Boulevard without Federal funds. The close proximity of paralleling railroads, industrial establishments, and even the supporting columns of the State's Interstate structure dictate the designed roadway width as shown on the attached plan sheet. It is felt that the proposed roadway width between curbs, even though shoulders and parking lanes have been eliminated, has been governed by limitations of other appurtenances and available right-of-way width. In this particular section, barrier curbs are necessary to provide both drainage and some measure of safety to adjacent pedestrian walkways. The "Geometric Design Standards for Highways other than Freeways" published by A.A.S.H.O. dated May 15, 1965, provides that "where there are continuous barrier curbs but no shoulders or parking lanes, the barrier curbs should be offset at least one foot and preferably at least two feet from edge of traffic lane."

2. Clearance - Although not quite specific in your memorandum, it is understood that your comment concerning clearance is in reference to lateral clearance from the edge of the travel lane to the face of the center pier under the proposed Union Pacific railroad structure. This problem is directly related to span length and roadway width as discussed in the attached copy of Mr. Merchant's letter. The necessity

of constructing the center pier at a skew to the roadway centerline and thus occupying most of the 12-foot median area is perhaps the predominant factor in reducing the clearance between the edge of the inside traffic lane and the face of the center pier to approximately 2.5 feet.

In commenting further on both shoulder width and clearance, it should be pointed out that Multnomah County is, in this instance, attempting to widen and increase capacity of an existing low speed urban arterial serving local needs. Signed speed on the existing facility is designated at 35 mph and the County does not anticipate that the designed speed of the proposed improvement will exceed the present designated speed. They also feel that their design of lane widths, curb offsets, and median width are commensurate to this particular location; however, the County has conceded that lane widths could be reduced from 12 feet to 11 feet and thus increase the median from 12 feet to 16 feet and at the same time increase the lateral clearance at the center pier to approximately 4.5 feet.

3. George School Area Planning - See attached letter and map from Portland City Planning Commission.

4. Pedestrian Protection - See attached letter from Portland Bureau of Traffic Engineering.

We wholeheartedly agree that the use of our design standards is most desirable; however, in this instance, where the design for the proposed construction has been "determined by the State Highway Department and the appropriate local officials in cooperation with each other (Section 106, Title 23, U.S.C.)," we feel that exceptions to the Secondary Road Plan standards are warranted based on economic factors, engineering judgment, and best interest of the public. Your concurrence and approval are therefore requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RBF:mm
Att.
cc: F. B. Klaboe
L. H. Young
Ivan Merchant

RECEIVED
JUN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOH 10-66 SP*23401.724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1967

To: Mr. H. S. Cox
City-County Engineer

BUILDING

Att.: Mr. R. H. Prange

SUBJECT: North Columbia Blvd.
U'xing of UPRR
FAS 240 FAS 940
Multnomah County

In answer to your letter of June 1, 1967, and the Bureau of Public Roads' memorandum attached thereto, the following comments pertain:

1. The available structural depth is not adequate for longer spans. This structural depth permitted a plate girder depth which was less than the depth preferred by the AREA specifications. The cost of raising the UPRR grade would be prohibitive. The grade line of Columbia Blvd. cannot be lowered due to drainage problems.

2. This is a four-lane curbed section in an industrial area with comparatively slow vehicular speeds. Multnomah County is satisfied that their layout and design provides adequate horizontal clearances for the conditions at this particular undercrossing site.

3. Multnomah County has agreed that a protective guard-rail will be constructed around the center bent.

Ivan D. Merchant
Bridge Engineer

LLW:mb
cc: Tom Edwards
F. B. Klaboe
F. D. Morgan
L. H. Young
V. G. O'Neil
Frank Hall

RECEIVED
JUN 15 1967
ENGINEER
COUNTY & CITY DIVISION

FAS 9

PORTLAND CITY PLANNING COMMISSION

MAIL: 414 CITY HALL PORTLAND 4, OREGON OFFICE: 424 S.W. MAIN STREET • CAPITOL 8-6141

HERBERT M. CLARK, JR., President
H. LOREN THOMPSON
GLENN STANTON
LEWIS G. PRICHARD
NEIL R. KOCHENDOERFER
S.I. JAGGAR, JR.

WILLIAM A. BOWES,
Commissioner, Department of Public Works

L. V. WINDNAGLE, Vice President
GEORGE D. LEONARD
JAMES K. NEILL

LLOYD T. KEEFE, Planning Director
DALE D. CANNADY, Assistant Director

June 15, 1967

Mr. Robert H. Prange, Field Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Prange:

This letter concerns supporting land use information for the Columbia Blvd.-Swift Blvd. improvement.

You have copies of our comprehensive development plan dated July, 1966, as well as our statement dated May 19, 1966 to Mr. Lewis J. Ross, Director of the Metropolitan Planning Commission. It is my understanding that the only land use area now in question is the residential section immediately north of Swift Boulevard opposite George School. Our St. Johns Comprehensive Plan shows this area, which is bounded on the west by Burr Avenue and on the east by Taft Avenue, as remaining in residential use. While our comprehensive plan of July, 1966 indicates that it would be converted to industrial use. The reason for the latter decision is that this section is too small to be maintained as a neighborhood unit in itself. Also, it is to be bordered on three sides by industrial development and separated from the rest of the school neighborhood by Swift Boulevard. At the time the large former St. Johns Woods war housing project area west of Burr Street was up for sale, the residential section east of Burr Avenue had a considerable incidence of substandard housing. It was the conclusion at the time that ultimately everything north of Swift Boulevard should then be converted for industrial use. In the meantime, there have been several new houses constructed in this residential section, however it is still our conclusion that because of adverse environmental features that this area ultimately through urban renewal should be changed from residential to industrial. This conclusion has been confirmed by a study which is in progress but will shortly be published known as the Community Renewal Program.

NOTED
HAROLD REYNOLDSON

RECEIVED
JUN 20 1967
ENGINEER
COUNTY & CITY DIVISION

I quote a section from the draft of this report:

> "The area north of Swift Boulevard is recommended for industrial redevelopment even though the degree of deterioration (18%) does not qualify it as a federally assisted clearance project. It may, therefore, require special consideration and perhaps deferment to a later date for action. Because the eventual land use to industrial is considered quite important to the long range future of both the area itself and to St. Johns, no intermediate action tending to prolong its residential life can be recommended."

I hope this will furnish all the information necessary for further processing of the Columbia Blvd.-Swift Blvd. improvement.

Very truly yours,

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

LTK/yh

RECEIVED
JUN 20 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND

S-559(1)
Fred W. Hill, Member
Helix
766

FAS 940, Multnomah Co.

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Referring to the U.P.R.R. Undercrossing on North Columbia Boulevard, Project No. S-559(1), approval is hereby requested for the construction of a shoofly and roadway widening on portions of railroad property granted to the State under easement for the construction of the I-5, Minnesota Freeway structure as shown on the attached plan sheet.

The Union Pacific Railroad Company by agreement with Multnomah County is granting the County easements to use and occupy portions of the railroad's right-of-way for construction purposes "subject to easement in favor of the State of Oregon for highway overcrossing."

In order to provide a more adequate and safer alignment of Columbia Boulevard, FAS 940, it is necessary that certain phases of construction be performed within the easement granted by the railroad to the State for Interstate Highway purposes; therefore your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RHF:mm
Att.
cc: F. B. Klaboe
Tom Edwards
L. H. Young
D. H. Moehring
Ivan Merchant
F. D. Morgan

RECEIVED
JUN 19 1967
STATE HIGHWAY

RECEIVED
JUN 19 1967
FOR FILING
S-559(1)
766

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1967

SUBJECT: North Columbia Blvd.
U'xing of UPRR
FAS 240
Multnomah County

To: Mr. H. S. Cox
City-County Engineer

B U I L D I N G

Att.: Mr. R. H. Prange

In answer to your letter of June 1, 1967, and the Bureau of Public Roads' memorandum attached thereto, the following comments pertain:

1. The available structural depth is not adequate for longer spans. This structural depth permitted a plate girder depth which was less than the depth preferred by the AREA specifications. The cost of raising the UPRR grade would be prohibitive. The grade line of Columbia Blvd. cannot be lowered due to drainage problems.

2. This is a four-lane curbed section in an industrial area with comparatively slow vehicular speeds. Multnomah County is satisfied that their layout and design provides adequate horizontal clearances for the conditions at this particular undercrossing site.

3. Multnomah County has agreed that a protective guard-rail will be constructed around the center bent.

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

LLW:mb
cc: Tom Edwards
F. B. Klaboe
F. D. Morgan
L. H. Young
V. G. O'Neil
Frank Hall

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1967
SP*6418-734

FOR FILING

S-559(1)

7.66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1967

SUBJECT: U.P.R.R. Underpass and
S.P. & S. (Walker St.) Overpass
N. Columbia Boulevard, FAS 940
Multnomah County

To:

Mr. Ivan Merchant
Bridge Engineer

BUILDING

Attached is a copy of a memo from the Bureau of Public Roads relative to standards particularly with reference to the U.P.R.R. Overcrossing. We notice, in reviewing the preliminary plans on the U.P.R.R. Undercrossing, that the horizontal clearance from the center pier to the edge of the inside travel lane does not meet the 4.5 foot minimum established by A.A.S.H.O. This was also one of the points brought up in the Bureau's memorandum.

Will you please furnish this office with some type of justification data for requesting an exception to A.A.S.H.O. with regard to clearances. Such items as confined right of way, angle of skew between the pier and the center line of the roadway, typical section of the road way as proposed by Multnomah County, terrain, and some type of protective devices (guard rails, curbs, etc.) around the pier for the protection of the travelling vehicles would be appropriate. We understand that you advised and assisted the County in the design of this structure, so any information concerning structural design and railroad requirements might also prove helpful.

H. S. Cox, Engineer
County and City Division

By

Robert H. Prange

Robert H. Prange
Field Engineer

RHP:nr
Att.
cc: F. B. Klaboe
T. R. Edwards
F. D. Morgan
L. H. Young
V. G. O'Neil
Frank Hall

NOTED
TOM EDWARDS

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

APR 14 1967

Form FHWA-121 (11-65) (Prescribed by A.O. 20-10)

UNITED STATES GOVERNMENT

Memorandum

S-559(1)
7666

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1967

In reply refer to: 08-35.EC/710.13

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Secondary Program

Mr. Young's March 30, 1967 letter requested inclusion of two Items in the subject program. These two Stage 2 Secondary Plan projects are detailed as follows:

Item	Project	Location	Work
970	S-41(6)	S. Fk. Reese Crk-Reese Crk. Summit	Pave
971	S-559(1)	S.P. & S. Ry O'xing & U.P.R.R. U'xing - Columbia Blvd. (Portland	2 structures

On Item 970, S-41(6) S. Fk. Reese Creek-Reese Creek Summit, this Item is approved today as a safety project and you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find th t exceptions to the procedure will be needed or that your proposed design standards for this project is lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

On Item 971, S-559(1) Columbia Blvd. (Portland) we are deferring approval pending resolution of the following comments:

Our study of the planned structures seem to indicate a failure to meet the minimum design standards with respect to shoulder width or clearance. We feel the full shoulder width would be desirable because of the heavy density of traffic now and in the future (1982 ADT - 18,400). As this density is greater than many other routes it would appear this would be an excellent location to exercise the superior design standards you have developed. Although it is not clearly indicated it would appear that an exception to the Secondary Road Plan standards should have been requested. If this is the case these exceptions should have been cleared with us, preferably at the Division level, as noted in Mr. Klaboe's August 24, 1966 Secondary Plan Evaluation letter.

The westerly railroad separation proposed in this project involves the continuation of and eventually an increase of traffic on Swift Boulevard through the George residential area of North

REFERRED TO 4-14-67
Young - Cut - Jung
Asst. State Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Portland. Our October 26, 1966 memorandum approved the addition of Route 940 to the Secondary System of this State subject to resolvement of this location problem. We have been informally advised that the official zoning of this area has been, is being, or will be changed from residential to industrial. Full documentation of the status of the revision in zoning should be furnished when the project is resubmitted to permit consideration of this item under provisions of Section B-5 of IM 50-2-65. The formal report reportedly prepared by the Portland Planning Commission in regard to changes in the George area should be included in this submission. Furthermore, adequate safety provisions should be taken in the George neighborhood for the protection of both vehicular and pedestrian traffic for which conflicts will continue to exist until the actual land use of this area is converted from residential to industrial usage.

This action provides only for the approval and authorization for Item 970 at a total estimated cost of $135,000 of which $84,000 is obligated of Federal-aid Secondary funds.

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PP

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 66 Co. Rd. N. Columbia Blvd. at I-5 & N. Portland Rd.							ADT	PRESENT 10,500 6,750	FUTURE (66) 12,000 18,400	(70)	(71)	YE			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr. Dr. H. T. Pave., 2 Strs.			NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AU (74)					
CARD 4	CLASS OF FEDERAL FUNDS Secondary										COUNTY NAME						
	NAME OF URBAN AREA 17-31 Portland										ROUTE NO. S	FEDERAL-A 940					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. N. Columbia Blvd. at I-5 and N. Portland Rd.			
5					**ROW**		[SP&S Ry. O'xing & UPRR U'xing (N. Columbia Blvd., Portland)] = 7266			
5					**CONST** (CODE) X171 X631			0.18	505,000	303,000
								0.18	505,000	303,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(15) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	10,500 6,750	12,000 18,400	87	08	Oregon	35	022	971
		(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	S 559(1) 7 18		(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051 (14) (16)	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	940 (32)	Co. Rd. (36) (37)	(41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Gr. Dr. 4 - 12' lanes H.T. pave. with curbs & 12' median. Widen one RR O'xing and constr. one RR U'xing. Length 332'. Const. RR shoofly and adj. RR facilities.
0.18	505,000	303,000	101,000	101,000 (Co.)	ROW - 80' min; Access control - none; Parking restrictions - none; Utility & Railroad - adj. req. incl. prep. work.
0.18	505,000	303,000	101,000	101,000 (Co.)	
(16)	(23) (24)	(33)			

REMARKS

Relocation assistance - none involved.

USCOMM DUSCOMM-DC 48905-P61

S.P. & S. Ry. O'Xing and UPRR U'Xing N. Columbia Blvd. (Portland)

Project No. S-559(1)

Existing Facility

Roadway: 2 - 20' lanes H.T. pavement with 10' shoulders.

Structures: S.P. & S. Ry. O'Xing steel girder, length 130', H.C. 42'.
UPRR U'Xing steel girder, single track, length 65', H.C. 16'(RR).

Adjacent Sections

East and West Ends: Same as existing.

Project Data

Grade and drain, 4 - 12' lanes high type pavement with 12' median, 2' shy distance and curbs (approx. 750'). Widen existing S.P. & S. Ry. O'Xing (length 180') to provide 4 - 12' lanes, 6' median, 5' and 10' sidewalks on north and south sides, respectively. Construct one RR (single track) U'Xing (UPRR), to replace existing structure and provide for 4-lane facility, including RR Shoofly and restoration of permanent tracks.

The project also includes Railroad protective service, adjustment of Railroad signal and communication lines, adjustment of trackage and other work by Railroad forces.

Railroad Crossing Data

Name of Railroad	S.P. & S. Ry.	UPRR
Number of Tracks	5 (2 main; 3 siding)	1
Number of Trains	50	12
High Speed Trains	None	None
Present Protection	O'Xing	U'Xing
Proposed Protection	O'Xing	U'Xing
Railroad Benefit	None	None

The agreements between Multnomah County and Railroad involved are in the process of being executed.

System Action, Airports, Water Development - none involved.

Public hearing has been held.

Pertinent data required by IM 50-2-65 has been previously furnished.

Justification data for the specific location of the segment of the route in the vicinity of the "George" residential neighborhood will be submitted in the near future.

Route Data

This route serves residential, existing and developing industrial areas and utility plants of the City of Portland.

126-1175 N.E. 8th Ave.-N.E. 60th Ave. 1967
Sec. of N.E. Portland Hwy.
#7067 (Paving & Grading)

RECEIVED
NOV 13 1970
FOR FILE

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 6, 1970

126-11/5
TOM McCALL
GOVERNOR
7067

Mrs. Crawford M. Johnson
2238 N.E. Lombard Street
Portland, Oregon 97211

Dear Mrs. Johnson:

I have your recent telegram concerning your property at 2238 N.E. Lombard in Portland.

The Highway Commission has studied this matter quite thoroughly and is of the opinion that they cannot justify the use of public funds to construct the retaining wall you desire. Apparently, there was nothing done by the Highway agency that would warrant such construction.

I regret that I am unable to help you in this matter.

Sincerely,

Governor

TM:mw
bcc: Rod Porter

NOTED
R. L. PORTER

RECEIVED
NOV 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

JOHNSON TO HWY 11/2

western union **Telegram**

125P PDT OCT 23 70 PRA059
PR LLE061 JL PD PORTLAND ORG 23 1144A PDT
HONORABLE TOM MCCALL
GOVERNOR OF OREGON CAPITOL TOWER 388 STATE SALEM ORG 97301
DEAR GOVERNOR MCCALL:
REFERENCE OUR LETTER TO YOU JULY 13, 1970 AND YOUR REPLY 8/3/70
NO ACTION HAS BEEN TAKEN BY THE OREGON HIGHWAY DEPARTMENT AND
OHE PROBLEM HAS NOT BEEN SOLVED TO OUR SATISFACTION
MRS CRAWFORD M JOHNSON BY LOUISE J JOHNSON.
(104).

OCT 2

SF-1201 (R5-69)

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 30, 1970

SUBJECT: C. M. Johnson Complaint
N. E. Portland Highway

To: MEMO TO THE FILE

On July 28, Tuesday evening, at 7:00, I met with Mrs. Crawford Johnson concerning her complaint with the Highway Division; her husband was working at the time and there was no opportunity at this time to meet with him.

I asked Mrs. Johnson for her side of the story. She showed me the area in question including the damage to the stone retaining wall along her driveway. She indicated that things came to a head this past winter when water covered the highway and backed up into her driveway -- apparently high enough to float her garbage can out of the ground (the garbage can is located at the northwest corner of the garage). I have not had an opportunity to verify the existence of this high water. It was apparent that that high water was responsible for the settlement of the slope in front of her house. I indicated that the catch inlet just installed would most likely alleviate the flood problem from the usual storms. In spite of this, she is still unyielding with her contention that the State is responsible for a concrete retaining wall at the right-of-way line. Since the catch inlet was just recently installed, there has been no opportunity to tell whether or not the problem is solved so I suggested that she hold off until a heavy rain at which time it could be determined if the catch basin had solved the problem and also to determine the cause of her problem if it still exists. Apparently the problem occurs during rainy weather. I also suggested that if the slope continued to settle, a vine-type shrub could be planted on the slope which would retard any movement of the slope especially if it were caused by runoff from her yard. She was not receptive to either of these suggestions -- she maintains that the only solution to her problem is the retaining wall, and that she wants the wall now. She did, however, agree to contact me during a heavy rain so that I could observe the "problem" firsthand.

In talking with her, I believe that I have uncovered some secondary reasons for her complaint:

1. She wants her yard level to the right of way. It seems that others along the street have walls and she does not see why she cannot obtain one.

2. Her fellow employees at work are apparently encouraging her to pursue this ambitiously.

3. She indicated that the subdivision code calls for the property owner immediately below to build and maintain any retaining walls necessary -- it appears that this is why she feels that the State should build a wall in front of her house.

I do not know whether or not she has been appeased as she still asserts that she wants the retaining wall soon. She indicated that if immediate action is not taken, her next move would be to contact the news media (TV, radio, and newspapers) and to contact the Governor personally. She further stated that if nothing was done, she would sacrifice her house to the cause and move out.

As a matter of interest, it might be mentioned that at the time the appointment was arranged by the Metropolitan office, she informed them that unless positive action was taken, she would see no one. I then informed her by telephone that both sides needed to be heard and this interview would permit me to hear her side so that I could better appraise her problem; she reluctantly granted me an audience. At the close of the interview, she indicated that she was happy to have talked with me about her problem and, if it had been anyone else, she would have refused to discuss the matter.

W. H. Tebeau
Preliminary Studies Engineer

WHT:bb
7-30-70

RECEIVED
JUL 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 - 1970
ACE
FOR FILING

126-117
7069

July 29, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration in answering Mrs. Louise J. Johnson's letter of July 13.

The Johnsons purchased this property after the Lombard Street project was completed and for some time they have been maintaining that the Highway Commission construct a retaining wall. The Lombard Street construction work changed the property in front of the Johnsons' residence a very slight degree and none of the work was conducted off the right-of-way. There is absolutely no way we know of that the cost of a retaining wall could be justified.

I understand the Johnsons are Negroes and feel that the Division is prejudiced because of their color. We are asking Mr. W. H. Tebeau, who is a competent professional civil engineer and a long-time employee of this Division, to talk to the Johnsons and see if he can effect a settlement. I am not very hopeful that this can be accomplished, but Mr. Tebeau will do the best he can.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

Attach.
cc John M. Fulton

cc Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. I. Lindas
W. H. Tebeau
R. L. Schroeder

JOHNSO[illegible]TO HWY 7/16

2238 N. E. Lombard
Portland, Oregon 97211
July 15, 1970

Honorable Tom McCall
Governor of Oregon
Salem, Oregon 97301

Dear Governor McCall:

We have contacted the Oregon State Highway Department on several occasions concerning water standing in the highway gutter in front of driveway; water standing and flooding flat land and slope above highway. We have requested a retaining wall and a drainage inlet to help eliminate this condition.

The house was built before Lombard was widned to become a highway, Bypass 30, and although we did not purchase it until 1969, we were not informed by the previous owners nor by the Appraisers from the State of Oregon Veterans' Affairs of these conditions. We contacted the Appraisers and they told us that since the house was appraised in June they were not aware of the existing conditions. Retaining walls were built from N.E. 22nd and above but not in this area which is considered in the ghetto. Caucasians were rapidly selling out to minorities because they could get no consideration from the Highway Department and from our personal experience, Appraisers on this property did not fully explore the reasons.

A drainage inlet was put in showing our allegations are legitimate. We appreciate this action but we still maintain a retaining wall is needed. The right-of-way and our property line meet on the slope. Water backing up has caused holes and soil and rock slippage on the slope. I have even slipped myself while working the lawn and flower beds. Knowing of flooding on Lombard prompted the action for the drainage inlet.

We had a letter from the Highway Department dated July 7, 1970 signed by J. H. Versteeg, Assistant Metropolitan Engineer, stating they did not detect any apparent earth movement or sliding and water standing was coming from higher land on the southerly side of our property. This is not true as we have no water standing in the back yard. Naturally, all of the Engineers that made the inspection are Caucasian and when we told them we could produce a letter from Mr. Alvin Batiste, Engineer from Bonneville Power Administration, this point was ignored.

The Appraisers from the Veterans' Affairs office suggested that since we only obtained a $18,500 loan we still have $3,000 more which we could borrow and have the retaining wall built ourselves. We could but strongly feel that the burden lies with the Highway Department.

We are responsible citizens, my husband works for United Airlines and I work as a Supervisor for the U.S. Forest Service, and as citizens and taxpayers we request <u>complete</u> corrective action by the Highway Department.

We are sending copies of this letter to the State of Oregon Highway Department. We are holding copies for Attorneys Lent, York, Paulson, who may be requested to represent us in case of a fall and the news media if we are not given further consideration.

Sincerely,

Louise J. Johnson

Mr. & Mrs. Crawford M. Johnson
by (Mrs.) Louise J. Johnson

cc: State of Oregon Highway Department

JUL 1 6 1970

RECEIVED
JUL 13 1970
FOR FILING

12-11-15
7067

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 8, 1970

To: F. D. Morgan
Construction Engineer
State Highway Building
Salem

SUBJECT: Complaints
C. M. Johnson
NE 8th-NE 60th Avenue Section
NE Portland Highway

ATTENTION: John Bond

We have completed our review of Mrs. Johnson's complaints on the property located at 2238 N. E. Lombard. A copy of my letter to Mrs. Johnson has been sent to your office.

I am sure that this will not be the end of the story. We can expect letters to the Highway Engineer and to the Govenor. We have advised her there is nothing more we can do for them.

Transmitted are the following:

One set of photographs.
Copy of Johnson's deed to the property.
Copies of office memos.
Copy of field survey notes on slide study.
Copy of inlet location.
Copy of sketch map of Johnson's home.
Copy of cross-section showing grading of slope in front of the then Sworden property.

If you have any suggestions or if any of this information is incomplete, please advise. We plan to turn all further complaints on the property over to the Division A Maintenance Engineer as the project has been completed for two years.

Robert L. Schroeder
Metropolitan Engineer

By: NOTED A. E. JOHNSON

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb cc: Jack Sollis w/attach.
cc: E.L.Scriv. A.E. Johnson "
McClure L.W. Rulien "

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

July 7, 1970

Mr. & Mrs. Crawford M. Johnson
2238 N. E. Lombard Street
Portland, Oregon

Dear Mr. & Mrs. Johnson:

We have completed our investigation of your complaints concerning the property located at 2238 N. E. Lombard. These complaints were as follows:

1. Water standing in the highway gutter in front of your driveway.

2. Water standing on your property and coming out of the slope after a heavy rain.

3. The sliding or sliping of your yard toward the highway. (You have requested the construction of a retaining wall at the right of way line to stop this movement.)

A careful review of these complaints has been made. Several engineers and a geologist from the Highway Division have been involved in this review.

Item 1. A drainage inlet has been constructed adjacent to your driveway by our Maintenance Division. This will take care of any water in the gutter in front of the driveway.

Item 2. Your property is several feet higher than the existing highway. Therefore, any water standing on your property is from rainfall or the higher land southerly of the property. The Highway Division does not have any responsibility for this standing water problem.

Item 3. The sliding of your yard and the request for a retaining wall. After our discussions with you on this question, we set up a procedure for checking for possible movement. Several points were set in the yard and also adjacent to the house. These points were carefully measured over a period of several weeks. This work was done by experienced surveyors under the supervision of a Professional Engineer.

NOTED
A. E. JOHNSON

There is no apparent earth movement or sliding of any kind that we can detect. In our judgment, we would not be justified in recommending the construction of a retaining wall in front of your property. We therefore have no alternative but to deny your request for a retaining wall.

I would point out that the contract for widening of this section of N. E. Portland Highway was completed in October, 1968. Only very minor grading work was required in front of the property at 2238 N. E. Lombard. No additional right of way was required at this location for the widening project.

According to the public records, the property at 2238 N. E. Lombard was purchased on September 29, 1969 by Crawford M. Johnson and Louise J. Johnson.

I regret that it has taken so long to investigate and review these complaints. However, we were concerned that these problems be given a fair and careful evaluation by our Division.

We will advise our Salem office of your complaints and our answers to them.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

bcc: W. E. Johnson
Jack Sollis
Frank Morgan
L. W. Rulien
E. L. Scrivner
Dan Gano
James D. McClure

RECEIVED
JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

looking southeast from Lombard

looking southwest from Lombard

looking west along Property

looking east along Property

looking east along Property

Note: Lath & Flags on the photo's indicate the location of Hubs set for Slide control.

OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION

PHOTOGRAPHS —
Johnson Property
[illegible] NE. Lombard
Multnomah County 6/11/70

looking southeast from Lombard

looking southwest from Lombard

looking west along Property

looking east along Property

looking east along Property

Note: Lath & Flags on the photo's indicate the location of Hubs set for Slide Control.

OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION

--PHOTOGRAPHS--
Johnson Property
[illegible] NE. Lombard
Multnomah County 6/11/70

FORM E-20 5000 6-61 20681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

July 7, 1970

SUBJECT: Telephone Conversation

To: Memo for the Records

Mrs. Johnson, 2238 N. E. Lombard, called today at 9:22 AM to state that she was still awaiting word as to when we intended to build a retaining wall in front of their property.

She also states that the yard, particularly the part belonging to the highway department, is slipping down and that she fears she may suffer bodily injury while working in the yard. If this should happen, she further stated, she will turn the matter over to her attorney.

I told Mrs. Johnson that Mr. Scrivner had tried to reach her at her home on the days she was not working but had not been able to contact her there and had discussed the matter with her husband.

I did not try to explain the State's position to her at this time but told her that I would pass her message to a higher authority than myself. I told her she could expect a call back on this in the near future. She was calling from her place of employment at the time.

William C. Anthony

William C. Anthony, Officeman
for Ernest L. Scrivner, Res. Engr.

MEMC OF CALL O VISIT

TO Mr. Verstegg

SECTION	DATE	TIME
	7-2-70	3 ☐ A.M. ☐ P.M.

NAME, ORGANIZATION OF CALLER

Geo. Hopkins

ACTION

☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

The Section Foreman in N. Portland Sec. completed work on the catchbasin on the N. Portland Hwy. this afternoon.

SIGNATURE

FORM E-361 30M

M 10 OF CALL OR VISIT

TO Director

SECTION	DATE	TIME
		☐ A.M. ☐ P.M.

NAME, ORGANIZATION OF CALLER

Mrs. Jamison — Fort Lew
N. E. Lombard

ACTION

☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Says there is considerable water standing on her property. An investigator from the Hlth. dept. has told her to again contact the hwy. dept. She feels that they must have found some evidence of slippage but does not know exactly what. Would like to hear back on this.

SIGNATURE

FORM E-361 60M

MEMO OF CALL OR VISIT

TO Director

SECTION	DATE	TIME
	7-1-70	9:53 ☑ A.M. ☐ P.M.

NAME, ORGANIZATION OF CALLER

Mrs. Johnson

ACTION

☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

She is very pleased to see the [illegible] built by their drive. Would like to know [illegible] is going to begin [illegible] as she does not [illegible] and would like to [illegible] till we are finished.

SIGNATURE

FORM E-361

MEMO OF CALL OR VISIT

TO Hal

SECTION	DATE	TIME
	5-28	10:15 ☐ A.M. ☐ P.M.

NAME, ORGANIZATION OF CALLER

N. Lombard
N.E. Fort Hwy
Mrs. Johnson

ACTION

☑ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

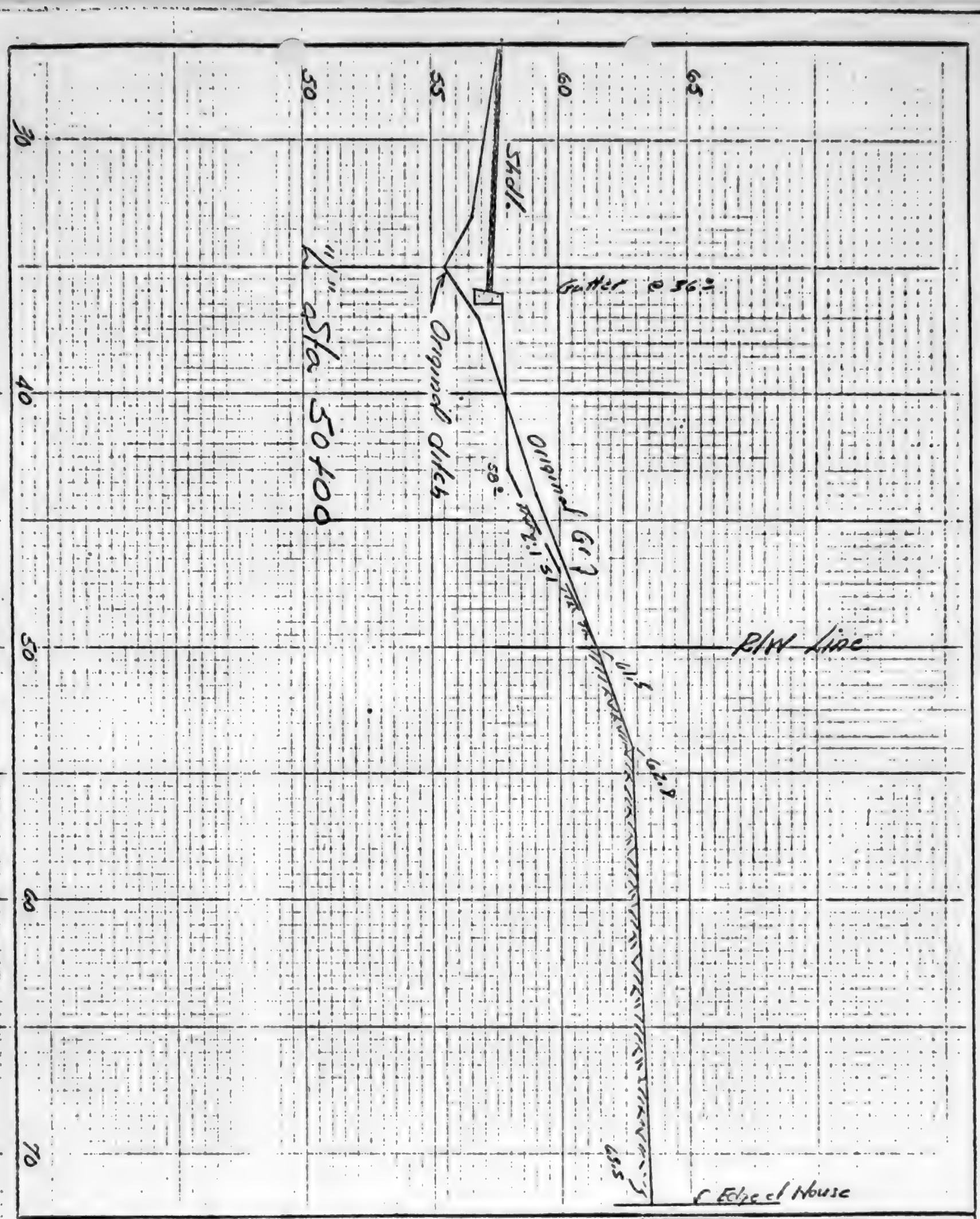
She says she isn't getting enough action so she's going to write to McCall and send us a copy.

So There!

pd

SIGNATURE

FORM E-361 30M



OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION

Sketch of Slope on Sworden Property Before & After Const.
NE. Portland Hwy. Mult. County.

APPROVED: Asst. Engr. J. B. McClure
BRIDGE ENGINEER

PROJECT NO.
DATE 6/11/70
DRAWN
DRAWING NO.

BOOK 700 PAGE 132 37369

FORM No. 671—WARRANTY DEED

1967-83

KNOW ALL MEN BY THESE PRESENTS, That EDWIN E. SWORDEN and PHYLLIS SWORDEN, husband and wife

, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by CRAWFORD M. JOHNSON and LOUISE J. JOHNSON, husband and wife

, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Multnomah and State of Oregon, described as follows, to-wit:

A part of Lot 3, Block 98, AMENDED PLAT OF IRVINGTON PARK, in the City of Portland, County of Multnomah and State of Oregon, described as: Beginning at the Southwest corner of said Lot 3; thence North along the West line of said Lot 102 feet to the true point of beginning hereof; thence Southeasterly, parallel to the South line of said Lot 101 feet to a point in the East line of said Lot; thence North along the East line of said Lot 86.32 feet to a point 114.2 feet South of the Northeast corner of said Lot 3; thence North 74°25' West 101 feet to a point on the West line of said Lot which is 114.2 feet South of the Northwest corner of said Lot 3; thence South along the West line of said Lot 102.71 feet to the true point of beginning.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances, EXCEPT: Conditions and restrictions of record;

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transaction, stated in terms of dollars, is $ 27,000.00

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 29th day of September, 19 69

Edwin E. Sworden
(Edwin E. Sworden)

Phyllis Sworden
(Phyllis Sworden)

STATE OF OREGON, County of Washington) ss. September 29, 19 69

Personally appeared the above named Edwin E. Sworden and Phyllis Sworden, husband and wife and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me: Jean E. Ayers
Notary Public for Oregon
My commission expires 7-1-72

(OFFICIAL SEAL)

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 484, Oregon Laws 1967, as amended by the 1969 Special Session.

WARRANTY DEED
Edwin E. Sworden, et ux
TO
Crawford M. Johnson, et ux

AFTER RECORDING RETURN TO
Pioneer National Title Insurance Company
P.O. Box 33
Beaverton, Oregon 97005
Attn: Audrey Houston

No. 33388

STATE OF OREGON
DEED
FILED OCT 1 PM 3 52
JOHN D. WELDON
COUNTY CLERK
MULTNOMAH CO., OREGON

9V-236

R.T. ... W.N.L.
AND

N.E. 8TH. AVE.-N.E. 60TH. AVE. SECTION NORTHEAST PORTLAND HIGHWAY MULTNOMAH COUNTY				SHEET No. 5
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

43+10 Const. Type "G" Inlet Inst. 8" Sew. Pipe-14' Tr. Exc. 2 C.Y.

45+50 Const. Type "G-1" Inlet Inst. 8" Sew. Pipe-4' Tr. Exc. 2 C.Y.

10+00.00 P.O.T. "L" 45+81.78 P.O.T.

Painted Traffic Markers (By Others)

12" Gas

S. 72°55'00" E

12" Water

R/W

Const. 5' P.C.C. Walk

Adjust Sump

Const type "G-1" Inlet 3' deep

42+80 to 47+92
Const. Type "G-2" Inlet
Inst. 15" Sewer Pipe-510'
Tr. Exc. 45 C.Y.

47+92 to 50+50
Const. Type "G-1" Type Inlet
Inst. 12" Sewer Pipe-252'
Tr. Exc. 20 C.Y.

N.E. 22 ND. AVE. (For Profile, See Sht. 32)

46+35 Const. Type "G-1" Inlet

46+20 Remove Inlet Abandon 8" Sewer Pipe

47+92 Const. Type "G-2" Inlet 18" Conc. Pipe-87' (Final) Extend-0'11" Const. Rnd. End Slope, 11'

1 Street Connection

Rd. App. Culvert Pipes

Ground Line at ℄

1000' V.C.

Top 57.5
FL. 54.2

FL. 54.8

Exc. 2485 (Excess)
Exc. 420
Emb. 350

45

50

RECEIVED
JAN 31 1969

126-1175
7067

January 27, 1969

General Insurance Company
of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7067 awarded to Porter W. Yett Company for grading and paving on the N. E. 8th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway in Multnomah County was completed on September 23, 1968, and accepted by the Highway Commission on January 24, 1969.

Final payment in the amount of $35,337.49 will be released to the contractor after February 3, 1969. The total contract amount is $739,947.04 including $7,949.94 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Porter W. Yett Company
6900 N. E. Ainsworth Street
Portland, Oregon 97218

A. E. Johnson
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
JAN 27 1969
FOR FILING

126-1175

1167

January 24, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1968, on Contract No. 7067. The contract was with Porter W. Yett Company and was for grading and paving on the N. E. 8th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective as of this date.

This matter will be on the agenda for your confirmation at the January 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien
A. E. Johnson

srb fn

RECEIVED
DEC 4 - 1968
FOR FILING

126-1175
7067

November 13, 1968

Porter W. Yett Company
6900 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

The State Highway Commission at its meeting on November 12 considered your request for an extension of time on Contract No. 7067 on the N. E. 8th Avenue-N. E. 60th Avenue Section of Northeast Portland Highway in Multnomah County.

After careful consideration, the Commission granted your request for an increase in the calendar workdays by 39.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. E. Johnson
E. L. Scrivner
D. J. Barbee
F. D. Morgan
I. D. Merchant
C. H. Nelson

FORM B-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1968

SUBJECT: Extension of Time
N.E. 8th Ave.-N.E. 60th Ave. Section
Northeast Portland Highway
Contract No. 7067

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Porter W. Yett Company, contractor on the subject contract, the attached request for 39 calendar workdays. The contractor's request is based on a delay in obtaining materials for fence and guard rail added to the contract by extra work and a delay caused by the installation of a water line by the City of Portland.

Work on this contract started August 3, 1967. From August 22 to September 15, 1967, the contractor was involved in grading and drainage work at the same time the City of Portland and Killingsworth Mutual were adjusting water lines. During this period, there was 1 day when the contractor's operations were delayed due to encountering an unanticipated water line. An extension of 1 calendar workday is justified, (but is not needed)

On July 27, 1968, the contractor had completed virtually all of the contract work with the exception of some minor corrective work and clean up. Fencing and guard rail work had been added to the contract by Price Agreements and this work was all performed between July 28 and September 23, 1968, which was the completion date for the project. An ordered stop work period was in effect from August 29 to September 17 awaiting guard rail anchors and fence material. An extension of 39 calendar workdays for this extra work is justified.

As noted above, the contract was completed on September 23, 1968 at which time 39 calendar workdays beyond the number specified had accrued. Based on the rate of $150 per day, this represents $5,850 in liquidated damages. We recommend that the calendar workdays be increased by 39 which will eliminate all liquidated damages. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
NOV 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAB/DES:fw
Attach.
cc V. L. Gallagher

RECEIVED
NOV 8 - 1968
FOR FILING
126-1175
1067

November 6, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 7
November 12, 1968 meeting

Gentlemen:

Porter W. Tatt Company, contractor on the N.E. 8th Avenue-N.E. 60th Avenue Section of the Northeast Portland Highway in Multnomah County, Contract No. 7067, requests an increase of 39 calendar workdays.

The contractor had completed virtually all of the regular contract work on July 27, 1968, when the contract time expired. Work done after that date was almost entirely on fencing and guardrail items which had been added to the contract by Price Agreement and resulted in the assessment of 39 days of liquidated damages. Since this work was unanticipated and not a part of the original contract, an extension for these days is justified.

I recommend that the calendar workdays be increased by 39 which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the November 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

JAB/DES:fw FBK:srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7067 Contractor Porter W. Yett Company

Highway Northeast Portland

Section N.E. 8th Ave. - N.E. 60th Ave.

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Contractor was delayed a total of 39 days beyond specified completion time by Extra Work outside the scope of the contract. This work was minor in nature and did not delay use of the project by the public.

Recommended for Approval:

Division Engineer

Paul P. Bond
for Construction Engineer or Bridge Engineer

J. B. Kloboe
Assistant State Highway Engineer

Contract No.	7067
Project designation	State (State-Federal)
Date awarded	August 10, 1967
Work started	August 3, 1967
Per cent completed	100% Sept. 23, 1969 (Date)
No. of Workdays Allowed	250
No. of Workdays Used	289
No. of Added Workdays Requested	39

SP*6206-724

E-330 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 2nd, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 289 days, within which to complete our Contract No. 7067, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: July 28th, 1968 to September 23rd, 1968 - Cause of this delay was the inability to obtain materials for the fence and guard rail items, which were extra work items to the contract.

August 22nd, 1967 to September 15th, 1967 - Construction was delayed by the installation of a water line by the City of Portland.

Respectfully submitted,

PORTER W. YETT COMPANY
Contractor

By M. L. Farber, Vice-President

CONSENT OF SURETY

Date October 4, 19 68

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N. Mahle Attorney-in-fact

(SEAL)

No longer required in Oregon.
Resident Agent

126-1175 7667 C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: N.E. 8th Ave.-N.E. 60th Ave.	WEEK ENDING: October 19, 1968
		SECTION PREFIX: 126-1175
	HIGHWAY: Northeast Portland	COUNTY: Multnomah
NAME OF JOB: N.E. 8th Ave.-N.E. 60th Ave.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Porter W. Yett Company	CONTRACT NUMBER: 7067	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 10, 1967	DATE WORK STARTED: August 3, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: workdays 250	WORK DAYS USED: workdays 289
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 116
PROJECT AUTHORIZATION: $837,360.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $777,814.40	ENGINEERING AUTHORIZATION: $59,545.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $763,790.71	ENGINEERING COST TO DATE: $88,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.8 %	PERCENT OF AUTHORIZATION 148 %	DATE PROJECT WAS COMPLETED: September 23, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.8	2.8		2.8	2.8
MILES PARTIALLY COMPLETED	2.8	2.8		2.8	2.8
MILES COMPLETED	2.8	2.8		2.8	2.8
TOTAL ESTIMATED QUANTITIES (CONTRACT)	48,000 CY	65,200 ton		24,100 ton	27,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	38,493 CY	65,221 ton		26,484 ton	29,385 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	38,493 CY	65,221 ton		26,484 ton	29,385 ton
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

9795 Walls

BRIDGE NO.	1-N	2-N	1-S	2-S	3-S	4,5&6-S	7-S	8-S
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Mild, Cldy, Showers	0	-	
MONDAY	Mild, Cldy, Rain	0	-	
TUESDAY	"	0	-	
WEDNESDAY	Mild, Cloudy	0	-	
THURSDAY	Mild, Cldy, Showers	0	-	
FRIDAY	Mild, Cloudy	0	-	
SATURDAY		0	-	

Routing

NOTED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY Oct. 13	No activity.
MONDAY Oct. 14	No activity.
TUESDAY Oct. 15	No activity.
WEDNESDAY Oct. 16	No activity.
THURSDAY Oct. 17	No activity.
FRIDAY Oct. 18	No activity.
SATURDAY Oct. 19	No activity.

REMARKS

Final Report. The Semi-Final Estimate was submitted to the Division Office on October 18, 1968.

SIGNED Ernest L. Scrivner LOCATION Portland

Ernest L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILD, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

126-1175
1.6.1

RECEIVED
AUG 28 1968
FOR FILE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1968

Mr. N. R. Druiard
City Engineer
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

ATTENTION: Mr. W. T. Monahan
Assistant City Engineer

RE: UPRR Grade Crossings
N.E. 8th Ave.-N.E. 60th Ave. Section
Northeast Portland Highway
Multnomah County
Contract No. 7067
UPRR File No. D-315-2-157

Dear Sir:

In response to the Union Pacific Railroad Company's letter of July 8, 1968, a copy of which you received, regarding the grade crossings of the N.E. 11th, 13th and 27th Avenues, we conducted an investigation to determine a solution to the problem.

It is our recommendation that the crossing at N.E.11th Avenue be left open without change. The N.E. 13th Avenue crossing should be closed to all vehicular traffic because of its proximity to the 11th Avenue crossing. The N. E. 27th Avenue crossing should be closed to southbound truck and trailer combinations over 50 feet in length.

Please review these recommendations and advise what action you intent to take.

Very truly yours,

F. D. Morgan
Construction Engineer

By SIGNED BY
T. W. LITCHFIELD

NOTED
TOM EDWARDS

T. W. Litchfield
Utilities Liaison Engineer

TWL:fw
cc: Mr. W. G. Johnson
Union Pacific Railroad Co.
bc: Tom Edwards
F. B. Crandall
A. E. Johnson
Jack Hesla

RECEIVED
AUG 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
JUN 21 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

126-1175
1 C 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 19, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Grade Crossing Signal at N. E.
11th Avenue & Lombard
N. E. 8th Ave.-N. E. 60th Ave. Sec.
N. E. Portland Highway
Multnomah County
Contract No. 7067
YOUR FILE: D 315-2-157

Gentlemen:

Please refer to your letter dated May 17, 1968 to the attention of Mr. W. T. Monahan, Assistant City Engineer for the City of Portland. You indicate that the railroad would be willing to relocate this signal upon written advice from either the City or the State that your Company would be reimbursed for all costs incurred in connection with the relocation. You also mentioned that the estimated cost of this work is $600.

This is to advise that in the interests of expediting the relocation of this signal and avoid the creation of a potentially dangerous traffic situation, the State will reimburse the Railroad for the actual cost of this adjustment. The matter presently pending between the City and the State regarding this subject will be resolved at a future date.

In view of the urgency of this relocation you are hereby authorized to proceed immediately with this work. We will appreciate by return mail a detailed breakdown of your $600 estimate.

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: William A. Bowes
Commissioner of Public Works

N. R. Drulard
F. B. Klaboe
H. S. Cox
A. E. Johnson
G. E. Rohde
Jack Hesla

RECEIVED
JUN 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1968
FILING

COMMISSIONERS 1968
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. (S)IMPSON
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

124-1115
1167

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1968

Mr. Wm. A. Bowes
Commissioner of Public Works
City of Portland
City Hall
Room 414
Portland, Oregon 97204

Re: Grade Crossing Signal at N. E.
11th Ave. & Lombard St.
N. E. 8th Ave., N. E. 60th Ave. Sec.
N. E. Portland Highway
Multnomah County
Contract No. 7067

Dear Sir:

The existing grade crossing signal at the above-captioned location must be relocated to conform to the traffic pattern created by this project. This matter has been the subject of considerable discussion over the past two months among your Mr. Kirk, the Railroad's Mr. Taber, and our Mr. Hesla. Your Mr. Drulard is in receipt of a letter from the Railroad dated May 17, 1968, wherein they indicate that they will be willing to relocate the signal upon receipt of written advice from either the City or the State that the Railroad will be reimbursed for all costs incurred in connection with the relocation. They also indicate that the estimated cost for relocating this facility is $600.

We have researched the record and find that this signal was installed in 1934 and is covered by Resolution No. 20954, adopted by the City Council on July 26, 1934. The City and the Highway Department agreed to share the cost of the installation of two signals at this location on a 50-50 basis, however, there was no provision in this resolution for relocating this signal.

On August 3, 1967, the City Council passed Ordinance No. 125114 agreeing to the construction of the subject project. This agreement was executed by the Oregon State Highway Commission on August 29, 1967. Paragraph 4 of THINGS TO BE DONE BY THE CITY states as follows:

> "City shall, upon request by State and without cost to State, relocate or cause to be relocated all non-city-owned utility conduits, lines, poles, mains, pipes, and other such facilities located within the city limits on public streets or ways where such relocation is necessary to conform said utilities or facilities with the plans for the project. To this end City shall exercise all its municipal powers, including its legislative powers, to require the relocation of such utility facilities."

The Railroad signal in question is located within the city limits on a public street and, in our opinion, falls under the category of "other such facilities." Therefore, we request that you pursue this matter with the railroad to the end that the facility be relocated to conform to the plans of the above-captioned project.

Inasmuch as our contractor is presently working in this area, and the facility is in conflict with his work, your expedited handling of this matter will be very greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: N. R. Drulard, City Engineer
W. G. Johnson, Superintendent of Oregon Division
Union Pacific Railroad Company

F. B. Klaboe
H. S. Cox
A. E. Johnson
G. E. Rohde
Jack Hesla

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

101-1175
7067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26, 1968

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

Re: Water Main Adjustment
N.E. 8th Ave.-N.E. 60th Ave. Sec.
Northeast Portland Highway
Multnomah County
Contract No. 7067

ATTENTION: Mr. H. K. Anderson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 20, 1968 have been approved by the State. You are hereby authorized to proceed with the work as of March 26, 1968.

Please contact Mr. E. L. Scrivner, Resident Engineer, 5821 N.E. Glisan Street, Portland, Oregon 97213, Phone: 235-8911, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 26, 1968 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
L. H. Young (2) (w/attach.)
C. H. Maison
A. E. Johnson (2) (w/attach.)
E. L. Scrivner "
E. E. Johnston "
Jack Hesla "

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

*Note to Division Engineer Johnson: Please haveSupplemental State Force Order #3 prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
OCT 27 1967
HIGHWAY DIV.

FOR FILING

126-1175
7067

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1967

To: Mr. T. W. Litchfield
Utilities Liaison Engineer

SUBJECT: Drainage Problem with UPRR
NE 8th Avenue-NE 60th Avenue Sec.
NE Portland Highway
Multnomah County
Contract No. 7067

L Building

As regards your memo to the file concerning the above-subject matter - after reviewing the plans and the status of the highway prior to the recent work by the State Highway Department, it would appear to me that prior to the recent construction the water drained off both sides of the highway in small amounts along the entire edge of the highway and percolated into the ground without causing any problem.

It now appears that we have caused extensive drainage concentration and it appears that all the water from the highway is now being dropped off the highway right of way to the North in concentrated amounts at specific locations and on the railroad right of way.

The Railroad has a perfect right to object to this and the Highway Department will have to come up with some solution to keep the water from interferring with Railroad operations.

I cannot recommend any method of cure - all I can say is that if the Railroad objects it will be necessary for us to find one.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: G. E. Rohde
Frank C. McKinney
AL Johnson
FB Klaboe
JE Mobelock
FD Morgan

NOTED
F. B. KLABOE

RECEIVED
OCT 5 1967
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

126-1175
7067

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 16, 1967

Bureau of Water Works
City of Portland
City Hall
Portland, Oregon 97204

Re: Water Main Adjustment
NE 8th Ave.-NE 60th Ave. Sec.
NE Portland Highway
Multnomah County
Contract 7067

ATTENTION: H. Kenneth Anderson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 10, 1967, have been approved by the State. You are hereby authorized to proceed with the work as of October 16, 1967.

You are requested to contact Mr. Roy Heinz, Resident Engineer, 5821 NE Glisan St., Portland, Phone:235-8911 Ext. 32, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to October 16, 1967, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

JMC:ss

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
A. E. Johnson
Roy Heinz
E. E. Johnston
Jack Hesla

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1967
FOR FILING

126-11 75
7067

SP°23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1967

To: MEMO TO FILE

SUBJECT: Drainage Problem with UPRR
NE 80th Avenue-NE 60th Ave. Sec.
NE Portland Highway
Multnomah County
Contract No. 7067

As a result of UPRR's letter of September 21, 1967, a field meeting was held with representatives of the railroad on Wednesday, October 4, 1967. Representing the railroad at this meeting were:

Mr. Glenn Tabor, Public Projects Engineer
Mr. Frank Dennis, Engineer Inspector

Representing the State were:

A. E. Johnson, Metropolitan Engineer
A. V. Benedict, Asst. Metropolitan Engineer
R. P. Heinz, Resident Engineer
T. W. Litchfield, Utilities Liaison Engineer

E. B. KLABOE
NOTED

The railroad alleged that they had not been consulted prior to our proceeding with construction plans concerning the design of the drainage of our facility and the handling of runoff water to the northerly side of the highway. The fact is that preliminary plans were transmitted to the railroad on June 16, 1967, and construction plans were sent on July 11, 1967. In the course of conversation between the undersigned and Mr. Tabor, however, the fact that the railroad was not completely satisfied with our handling of the drainage was brought up but never pursued to any extent. Inasmuch as none of our construction encroaches upon railroad property it was felt that there was no need to consult them any further.

The railroad pointed out that theyhad no functioning culverts under their track within the limits of this project. However, we showed them two locations of functioning culverts crossing under the railroad opposite highway stations 111+75 and 131+25. The one opposite station 111+75 (near 42nd Avenue) does take drainage from railroad right of way on the south side. The most easterly one, opposite station 131+25, apparently does not, but handles street drainage from the adjacent area. These will handle the drainage from NE 42nd Avenue East. To handle our drainage west of 42nd Avenue will require the installation of a fairly extensive sewer system which is presently being

investigated by Mr. Heinz. There appear to be three possible solutions to the problem. One is install a complete, enclosed sewer system, another is to install dry wells, and a third is to ignore the problem and let the water seep into the ground or handle itself the way it always has. Preliminary estimates indicate that a storm sewer will cost $95,500 and dry wells $13,200.

By copy of this memo I am requesting our Legal Section to advise as to our legal responsibilities in this case. The railroad apparently has no functional culverts in their grade except at 42nd Avenue. However, I am sure there were others west of 42nd Avenue years ago now covered and forgotten. The property to the north of the railroad has been built up in a way that precludes draining their property by any means other than a closed sewer system. The railroad showed no interest in participating financially in a joint drainage project, and therefore I recommend the minimum treatment we are required by law to provide.

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
A. E. Johnson
G. E. Rohde
J. L. Sollis
J. E. Morelock

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1967

FOR FILING
126-1175
1067

Agenda
4e

August 31, 1967

MISC. CONTRACTS and
AGREEMENTS No. 32127

City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Ray Smith
City Auditor

Gentlemen:

Enclosed for your files are two fully executed copies of a construction agreement covering the N. E. 8th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway in Multnomah County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc. (2)

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1967

Oregon State Highway Commission

AGENDA
AUG 29 1967
H e

Gentlemen:

Presented for your consideration at the August 29 Commission meeting will be a construction agreement with the City of Portland pertaining to the N. E. 8th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway.

The agreement provides for the construction of the project, encroachments, traffic control, et cetera, within the city limits of Portland and obligates the State to reimburse the City for actual costs that might occur in adjusting or extending City-owned facilities. This is a standard form of agreement and at this time we know of no costs in this category that will be involved.

Upon completion of the project, the State will continue maintenance, jurisdiction, and control of the project including its connections to be constructed as part of the project.

The project has been awarded to the properly qualified bidder and is currently under construction. Approval of this agreement consummates the matter.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

(A)
3 COPIES TO BE SIGNED

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
A. E. Johnson

NOTED
FLOYD QUERY

RECEIVED
AUG 16 1967
FOR FILING
126-1175
7067

August 16, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 29 Commission meeting will be a construction agreement with the City of Portland pertaining to the N. E. 8th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway.

The agreement provides for the construction of the project, encroachments, traffic control, et cetera, within the city limits of Portland and obligates the State to reimburse the City for actual costs that might occur in adjusting or extending City-owned facilities. This is a standard form of agreement and at this time we know of no costs in this category that will be involved.

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We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
L. H. Young
A. E. Johnson

DNH:nr RLP:ms fn

RECEIVED
SEP 19 1967
FOR FILING
126-1175
7067

Bids July 27

August 10, 1967

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on August 7 accepted your proposal for grading and paving the N. E. 6th Avenue-N. E. 60th Avenue Section of the Northeast Portland Highway in Multnomah County for the sum of $713,145.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Portland is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7067.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 22, 1967.

Very truly yours,

Floyd [illegible]mary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
Encl.
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland

L. W. Rulien
Roy Heinz
Frank Morgan
L. H. Young
I.D. Merchant
C. D. Matthis (SIAC)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section N.E. 8th - N.E. 60th Highway N.E. Portland (FAR 91) County Multnomah Prefix 126-1431

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 5-5-67

Truck A.D.T. 468 Traffic Coefficient 9.7 18 kip s.a. per day 328.4.

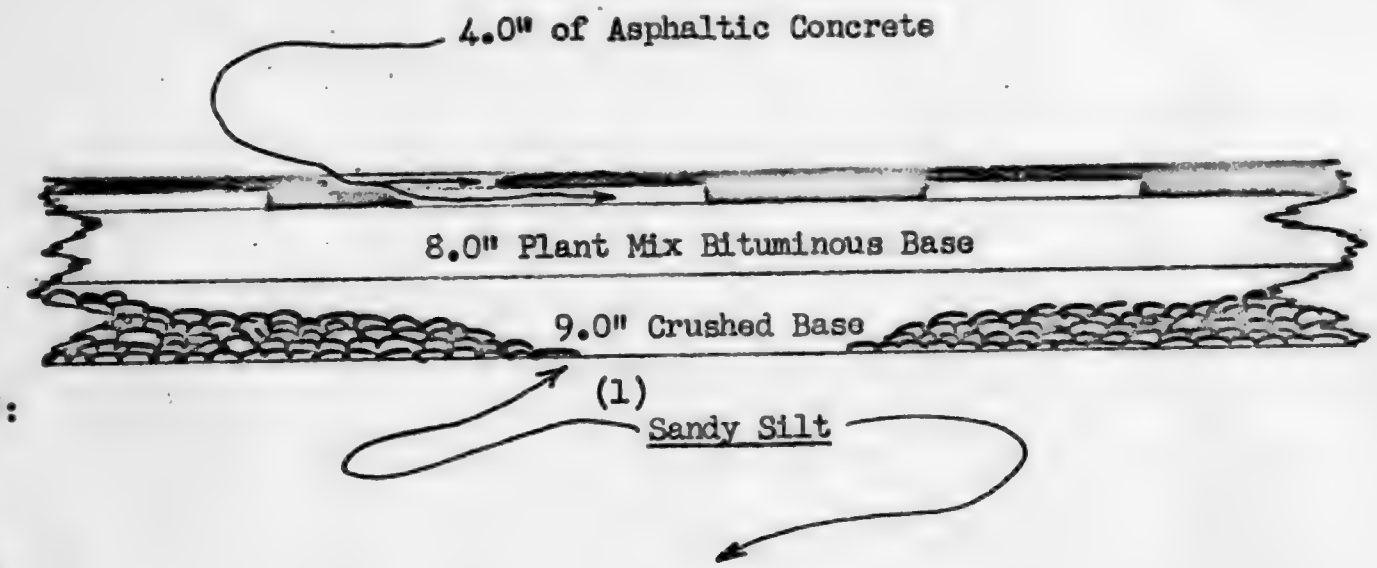
Annual Precipitation 38"+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil
29 LL
0 PI
98 %P 10
82 %P200
2 %Gravel
2 %C Sand
14 %F Sand
66 %Silt
16 %Clay
9 "R" Value
[illegible]

AASHO CLASSIFICATION:
A-4(8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



	CBE Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C.
		14.5	8.0	P.M.B.B.
		9.0	9.0	Cr. Base
	31.5	31.5	21.0	

NOTED
F. B. KLABOE

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by E. O. Gunn for Staff Assistant

Recommended by D A Whitehurst Engineer of Materials

Recommended by A. T. Olsen Construction Engineer

Approved by J. F. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section N.E. 8th - N.E. 60th Highway N.E. Portland (FAR 91) County Multnomah Prefix 126-1431

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 5-5-67

Truck A.D.T. 468 Traffic Coefficient 9.7 18 kip s.a. per day 328.4.

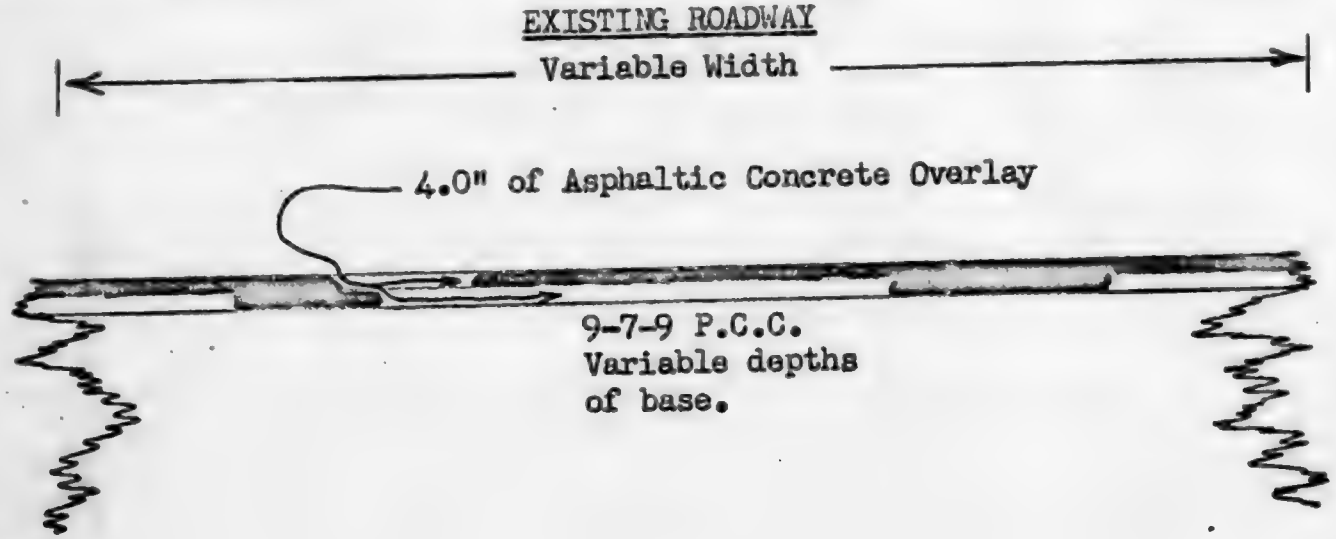
Annual Precipitation 38"+ Frost Penetration - - - - - - - - -.

(1)

Typical Soil
See Page 1

LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

EXISTING ROADWAY
Variable Width



	CBE Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C
	IN PLACE			
	See Section			

AASHO CLASSIFICATION:

MATERIAL SOURCES:

N.E. 8th - N.E. 60th
Northeast Portland Highway (FAR 91)
Multnomah County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	6.0"	- - -	9.5"	27.5"	19.0"
30 - 90	3.5"	3.0"	- - -	11.5"	24.0"	18.0"
8 - 30	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

SECTION: N.E. 8th - N.E. 60th

HIGHWAY: Northeast Portland (FAR 91)

COUNTY: Multnomah

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 12,400 (Total)

B. Future ADT 25,000 (Total)

C. Mean ADT 18,700 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .025 x (C) 18,700 = 468

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 468 x (H) 100 % = 468

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.7

SECTION: N.E. 8th - N.E. 60th

HIGHWAY: Northeast Portland (FAR 91)

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A.C. has been selected for the following reason:

Proposed plans are to widen an existing 2 lane roadway to a 4 lane facility. The present P.C.C. section will be utilized with the addition of an A.C. overlay.

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE F. [illegible], PORTLAND

RECEIVED
MAY 9 - 1967
126-1175
7067

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

RECEIVED
7

Routing
Parson
Morelock
Trout
Scott
Wills
Litchfield
Olson
Dixon
Sand
Barbon
Walker
Olson
Smith

RECEIVED
MAY 3 1967
CONSTRUCTION
DIVISION

May 4, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

NOTED
F. B. KLABOE

We are replying to your letter of March 22, 1967 which enclosed a prospectus for location survey of:

"Wallowa Creamery Bridge Section, Whiskey Creek County Road, FAS 487, Wallowa County."

Following are the recommendations we have to offer on this project.

1. Work in the stream causing silt should be confined to July and the first half of August.
2. Silt-laden water at the bridge site should be diverted and settled out prior to entering the stream.
3. The fording of equipment and material across the stream should be avoided or kept to a bare minimum.
4. Stream banks should be retained in as natural condition as possible.
5. If channel straightening is required, then boulder placement should be planned to compensate for lost habitat.

Advice on several of the above factors as to detail can be obtained from our La Grande Regional Office.

Your continued cooperation in these respects is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

5-8-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (2)
fw

ROK/dm

cc: Director OFC

RECEIVED
MAY 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

26-4232 Port. Thermoplastic Striping Proj. on several Hwys. 1967

#7068

RECEIVED
FEB 5 - 1968
FOR FILING

26-4232
7068

February 2, 1968

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 7068 awarded to Cataphote Corporation for the Portland Thermoplastic Striping Project on eight State Highways in Multnomah County was completed on November 18, 1967, and accepted by the Highway Commission on February 1, 1968.

Final payment in the amount of $5,528.34 will be released to the contractor after February 9, 1968. The total contract amount is $94,825.86 including $1,650.66 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cataphote Corporation
Box 28 - Station F
Toledo, Ohio 43610

Mr. Virgil Simon
317 S. W. Alder
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 1 - 1968
FOR FILING

26-4232
7068

February 1, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 18, 1967, on Contract No. 7068. The contract was with Cataphote Corporation and was for thermoplastic striping on the Portland Thermoplastic Striping Project of eight State Highways in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 1, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
L. W. Rulien

srb jes

36-1232

7068

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Portland Thermoplastic Striping Project	WEEK ENDING: October 28, 1967
		SECTION PREFIX: 26-4232
	HIGHWAY: Eight State Highways	COUNTY: Multnomah
NAME OF JOB: Portland Thermoplastic Striping	KIND OF WORK: Thermoplastic Striping	
CONTRACTOR: Cataphote Corporation	CONTRACT NUMBER: 7068	FEDERAL AID PROJECT NUMBER: State
DATE OF Award: August 7, 1967	DATE WORK STARTED: August 22, 1967	ESTIMATED COMPLETION DATE: November 30, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 110	CALENDAR DAYS USED 71
PROJECT AUTHORIZATION: $ 103,447.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 65%
EXCLUSIVE OF ENGINEERING: $ 96,119.10	ENGINEERING AUTHORIZATION $ 7,358.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 71%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,180.00	ENGINEERING COST TO DATE $ 6,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 69%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Pickup Trucks, 1 Pavement Grinder, 1 Striping Machine, 1 Panel Truck and Trailer, Sand Blasting Equipment, and Small Tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

Routing: Morgan, Barker, Bond, Parker, Weiner, Glen, Peck, Hall, Stark, Mack, Pratt, Ford, Maier, Ward, Engineering, Construction, Division

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
October SUNDAY 22	Showers	1		
MONDAY 23	Ptly Cldy	1		
TUESDAY 24	Showers	1	8	Too wet to place thermoplastic striping
WEDNESDAY 25	Showers	1	8	Too wet to place thermoplastic striping
THURSDAY 26	Fair	1		
FRIDAY 27	Showers	1	8	Too wet to place thermoplastic striping
SATURDAY 28		1		

RECEIVED

BEN G. FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
October SUNDAY 22	No Activity
MONDAY 23	Attempting to clean mud from Sunset Highway in preparation to stripe. Removed existing line in area of Steel Bridge and Macadam Avenue.
TUESDAY 24	No Activity due to showers.
WEDNESDAY 25	No Activity due to showers.
THURSDAY 26	Removed existing line in area of Steel Bridge and Ross Island Bridge. Placing thermoplastic striping area of West Marquam Interchange.
FRIDAY 27	No activity due to rain.
SATURDAY 28	

REMARKS

STATUS: All white thermopolastic line is in place except small section of Pacific Highway west and minor pickup at various places. There is no yellow line placed to date. Removal is complete.

Anticipated Next Week: Striping will continue, weather permitting.

SIGNED Charles Lobaugh LOCATION Portland

Ass't. Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 9 1967
FOR FILING

26-4232
7068

August 8, 1967

AIR MAIL
Catephote Corporation
Box 28 - Station F
Toledo, Ohio 43610

Gentlemen:

Enclosed are three copies of Contract No. 7068 for $91,680.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for the Portland Thermoplastic Striping Project on eight state highways in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis
L.W. Rulien
A.E. Johnson
J. K. Wilson

7068

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1967

To:

SUBJECT: State Construction
Thermoplastic Striping
Contract, Portland
Metropolitan Area

Mr. Tom Edwards
Assistant State Highway Engineer

Building

Attached is a rough draft of a letter to the Highway Commission requesting permission to contract a thermoplastic striping project in the Portland metropolitan area.

The thermoplastic striping which was placed in 1965 and 1966 has proved very successful, and I am sure we can expect a useful life of at least five years. In view of its obvious success, I am proposing another State Construction thermoplastic striping contract in the amount of $94,000.

The sections listed below have been reviewed in the field by our Sign Engineer , and he has advised that the pavement will not need overlaying within the life of the striping material. The plans and specifications are ready to be transmitted to Office Engineering upon your approval of the projects for State Construction.

The striping will include the following sections:

Section	Mi. Line	Est. Cost
Interchange ramps for the W. Marquam Interchange, including the Hood-Macadam frontage road system on I-5, the ramps to and from Harbor Dr. and ramps to and from 405	4.93	$ 4,000
Pacific Hwy. West from NE Greeley to SW Terwilliger, including Harbor Dr. north, Harbor Dr., Front Ave., and Barbur Blvd	10.89	12,000

NOTED
TOM EDWARDS

Section	Mi. Line	Est. Cost
I-5, the Minnesota Frwy. from Delta Interchange to NE Holladay, southbound lanes, only.....	6.69	$ 5,800
Beaverton-Tigard Hwy. from Progress to Pacific Hwy I-5, providing construction is complete.....	5.08	8,700
US 30 Business (Sandy Blvd.) from Union to NE 57th.....	12.12	15,000
US 26 (Powell Blvd.) from SE 26th to SE 82nd.	7.12	10,300
(NOTE: This leaves a gap in thermoplastic striping on Powell because of the poor pavement from Milwaukie Ave. to 26th and the expected railroad overcrossing construction at 17th.)		
Beginning at the west end of Beaverton on the Tualatin Valley Hwy. to Sylvan, thence on the Sunset Hwy. to Highlands Interchange.....	10.96	9,500
Beaverton-Hillsdale Hwy. from Jamison Rd. to US 99W...	8.68	9,200
82nd Ave. from SE Division to SE Foster.....	6.24	9,500
TOTAL.....	72.71	$84,000
Engineering and Contingencies, 12-1/2%		10,000
TOTAL.....		$94,000

The estimated costs are based on the figure of 44¢ per square foot applied thermoplastic for a 4-inch line, and 88¢ per square foot for an 8-inch line. The apparent discrepancy in cost per mile between various sections is due to the channelization and stop bars which appear on only some sections.

RECEIVED
MAY 18 1967
OFFICE
HIGHWAY

E. S. Hunter
Maintenance Engineer

ESH:je

cc: J. J. Six

S-488(2) Wallowa R. (Wallowa Creamery)1967
Bridge. Fas Rte. 487 in city.
#7069

MA 3378

Monthly transaction number	FORM [illegible]-2A (REV [illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-27-68	County: Wallowa
Modification number: 1		Project number: S-488(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 90,501	$ 91,608
Federal funds	$ 57,477.00	$ 57,687.92
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of June, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By [signature]
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

rm Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
8-89		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3		Wallowa
		PROJECT NO.
		S-488(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wallowa River (Wallowa Creamery) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.017
OTHER (Specify)		

FUNDS Pro Rata 63.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 90,501	$ 57,477.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 22, 1967

Oregon State Highway Department

Federal-Aid
Project No. S-486(2)Safety

WALLOWA RIVER (WALLOWA CREAMERY) BR.

ON FAR 487 IN WALLOWA COUNTY

Project agreement estimate.

Salem, Oregon, August 18, 1967

Type Code 1081
Wallowa River Bridge No. 9725 (Sta. 8+00 to Sta. 9+20) (Contract No. 7069)

Remove Old Bridge	All Required			$ 5,700.00
Shoring, Cribbing, Etc.	All Required			4,400.00
Structural Excavation	600 cu.yd.	$ 6.00		3,600.00
Structural Excavation Below Elevation Shown	60 cu.yd.	6.00		360.00
Class "A" Concrete (234 cu.yd.)	All Required			19,600.00
4' x 90'/95' Prestressed Box Beams	10 only	4,000.00		40,000.00
Reinforcement (16,500 lbs.)	All Required			3,930.00
Two Tube Steel Railing	193 lin.ft.	18.00		3,474.00
Pedestrian Handrail	92 lin.ft.	20.00		1,840.00
				$82,904.00
Credit for Salvaged Br.	All Required			$ (630.00)
				$82,274.00
			10% Engr. & Cont.	8,227.00
			Total	$90,501.00

Length of Structure - - - - - - - 0.017 Mile

Federal Funds -	$57,477.00
State Funds -	16,512.00
County Funds- -	16,512.00
	$90,501.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

(6)

G-1-100%

Oregon State Highway Dept.

Federal-Aid

Project No. S-488(2) ~~Safety~~

Wallowa River (Wallowa Creamery) Br.
on F.S. 487 in Wallowa County

Project agreement estimate.

Salem Oregon, ,1967

Type Code X081

Wallowa River Br. No. 9725 (Sta. 8+00 to Sta. 8+90) (Contract no. 7069)

Remove Old Bridge	All Required			$ 5,700.00
Shoring, Cribbing, etc.	All Required			4,400.00
Structural Excavation	600	Cu. Yd.	$ 6.00	3600.00
Structural Excavation Below Elevation Shown	60	Cu. yds.	6.00	360.00
Class "A" Concrete (234 cu yd.)	All	Required		19,600.00
44' X 90/95 Prestressed Box Beams	10	Only	4,000.00	40,000.00
Reinforcement (16,600 lbs.)	All Required			3,930.00
Two Tube Steel Railing	193	Lin. Ft.	18.00	3,474.00
Pedistrian Handrail	92	Lin Ft	20.00	1,840.00
				82,904.00
Credit for Salvaged Br.	All Required			$ (630.00)
				82,274.00
	10% Engr & Cont.			8,227.00
			Total	$ 90,501.00

Length of structure 0.017 miles

Federal Funds	$ 57,477.00
State Funds	16,512.00
County Funds	16,512.00
	$ 90,501.00

State Funds for const: Chap 175, Laws 1937; Chap 31, Laws 1929;
Chap 529, Laws 1939.

State Funds for maint: Chap 529, Laws 1939.

RECEIVED
JAN 22 1968
FOR FILE

S-488(2)
7069

January 19, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 1, 1967, on Contract No. 7069. The contract was with Ross Brothers Construction, Inc., and was for construction of the Wallowa River (Wallowa Creamery) Bridge on FAS 487 in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 19, 1968.

This matter will be on the agenda for confirmation at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
A. F. Parson

srb jes

RECEIVED
JAN 22 1968
Ford Fields

S-488(2)

7069

January 19, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7069 awarded to Ross Brothers Construction, Inc., for construction of the Wallowa River (Wallowa Creamery) Bridge on FAS 487 in Wallowa County was completed on December 1, 1967, and accepted by the Highway Commission on January 19, 1968.

Final payment in the amount of $4,145.20 will be released to the contractor after January 26, 1968. The total contract amount is $83,354.60 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Ross Bros. Construction, Inc.
359 Apple Blossom Avenue North
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road N.E.
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

S-488(2)
7069

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wallowa R.(Creamery) Br.		WEEK ENDING: October 27, 1967
		SECTION PREFIX: 532-1038
HIGHWAY: Fed 487		COUNTY: Wallowa
NAME OF JOB: Wallowa R.(Wallowa Creamery) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros. Constr. Co.	CONTRACT NUMBER: 7069	FEDERAL AID PROJECT NUMBER: S-488(2)
DATE OF CONTRACT: August 14, 1967	DATE WORK STARTED: August 28, 1967	ESTIMATED COMPLETION DATE: December 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 140	CALENDAR DAYS USED: 64
PROJECT AUTHORIZATION: $92,558.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 46
EXCLUSIVE OF ENGINEERING: $85,976.33	ENGINEERING AUTHORIZATION: $6,581.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 69
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $85,976.33	ENGINEERING COST TO DATE: $4,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 64
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 67 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

50 ton crane, 35 ton crane, ¾ yd backhoe, 2" pump, & misc. hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9725							
PERCENT	69							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Ptly cldy - rain	1		
MONDAY 23	Ptly cloudy	1		
TUESDAY 24	Ptly cloudy	1		
WEDNESDAY 25	Ptly cldy - rain	1		
THURSDAY 26	Clear	1		
FRIDAY 27	Rain	1		
SATURDAY 21	Rain	1		

RECEIVED
NOV 1 1967
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 22	Curing Bent # 2
MONDAY 23	Stripped Bent # 2
TUESDAY 24	Started backfilling Bent # 2. Ground & grouted Bents # 1 & 2 beam seats.
WEDNESDA 25	Backfilled Bents # 1 & 2.
THURSDAY 26	Contractor placed 5 of 10 prestressed box beams.
FRIDAY 27	One man doing misc. jobs.
SATURDAY 21	Poured Bent # 2 wingwalls and abutment.

REMARKS

Contractor poured Bent # 2 abutment and wingwalls Saturday, Oct. 21.
5 of 10 prestressed box beams were placed Thursday, Oct. 26.

Contractor plans to set remaining 5 beams next Tuesday, Oct. 31. He also plans to form Bent # 1 paving ledge.

SIGNED C E Payton LOCATION LaGrange

C. E. Payton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 10 1967

S-4881(2)
7069

August 9, 1967

Ross Bros. Construction Company
359 Apple Blossom Avenue, North
Salem, Oregon

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your bid in the amount of $82,904.00 for the Wallowa River (Wallowa Creamery) Bridge on FAS Route 487 in the City of Wallowa in Wallowa County, which was the low bid received for that job on July 27, 1967.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of Wallowa County is received and the sum of $18,500.00 is deposited by the County. When clearance has been received, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
AUG 11 1967
FOR FILING
S-488(2)
7069

MISC. CONTRACTS and
AGREEMENTS No. 3377

August 9, 1967

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering the Wallowa Creamery Bridge on Whiskey Creek County Road (FAS 487) in Wallowa County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

C 9-01-C Summit

RECEIVED JUL 10 1967

FORM PR-48 (REV. 10-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7/6/67

BY (Signature): Mr. Young's June 19 & 26, 1967 letters

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 978 THRU 979

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
978	S-239(10) - 7062	7.930	2,350,000	1,480,000
979	S-488(2) - 7069	0.019	75,000	45,000
	Totals	7.949	2,425,000	1,525,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Brownsboro-Hanley Ranch	Gr., Pave., 5 Struc's.
Wallowa Creamery Br. (Wallowa River)	1 Struc.

NOTED F. B. KIDDE

REMARKS (Division)

Item 979 is classified as a Safety Improvement Project.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		July 5, 1967	A. W. Parsons, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute and commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USCOMM-DC 15366-P66

25

RECEIVED
JUN 29 1967

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

5 4181(2)
7169

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Poss
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

June 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

6/28/67

Copies to
E. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A. F. Parson (4)
J. F. Putnam (1)
ROK/dm
nn

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	Co. Rd. E. City Limits of Wallowa	ADT	PRESENT	370	FUTURE (68)	520	YEAR (70)(71)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	One RCDG Bridge	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)–(73)		PL. AUT (74)	
CARD 4	CLASS OF FEDERAL FUNDS	Secondary										COUNTY NAME	Wa		
	NAME OF URBAN AREA 17-31											ROUTE NO. S		FEDERAL-AI	48

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					**PE**		Co. Rd. East City Limits of Wallowa (Wallowa River).			
5					**ROW**		Wallowa Creamery (Wallowa R.) Bridge = 7021 E.			
5		N (32)			**CONST** (CODE) Safety			0.019	75,000	45,000
								0.019	75,000	45,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Note: A
a
$

7069

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

owa (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		370	520	86	08	Oregon	35	022	979

ROUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
						S	488(2)			

COUNTY NAME: Wallowa — CODE (14) (16): 063

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID (32): 487 — STATE (36): Co. Rd. — U.S. (37) (41):

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ty wa .						One RCDG bridge length 100' HC 32',
ry idge/						
						ROW - 60' min.; Access control - none Parking Restrictions- none
	0.019	75,000	45,000	15,000	15,000 (Co.)	
ROJECT TOTALS	0.019	75,000	45,000	15,000	15,000 (Co.)	
	(16)	(23)	(24)	(33)		

REMARKS

Relocation assistance - None involved.

Note: As the existing bridge is to be retained by the county after removal a salvage credit has been established at $630 (63,000 lbs. of steel @ $0.01 per lb.)

USCOMM DUSCOMM-DC 48905-P61

Wallowa Creamery (Wallowa R.) Bridge
Project S-488(2)

Adjacent Sections
North/east end: 20-foot oil mat with 6-foot gravel shoulders.
South/west end: 20-foot oil mat with 6-foot gravel shoulders.

Project Data
Construct a RCDG bridge 100 feet long with 32-foot HC and with 4-foot sidewalk on upstream side of bridge. Contractor will remove existing bridge and save for county. County will construct approaches to new structure. County will construct and maintain detour.

The project qualifies as a "Safety Improvement" to eliminate the potential traffic hazard created by the existing narrow bridge HC 17.5' based on engineering judgment.

Right-of-way: 60-foot minimum
Access Control: None
RR Xing: None
Minimum Design Standards: None
System Action: Completed
Public Hearing: Not required
Unusual or Complicated Situations: 6-inch water main will be moved and attached to this structure.
Route Data: See S-488(1)

RECEIVED
JUN 23 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FAIRLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

S-488(2)

1069

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. NE
Salem, Oregon

Wallowa Creamery (Wallowa River) Bridge
FAS 487, Wallowa County
S-488(2)

Dear Sir:

In Reference to the subject project, it is requested that the Wallowa Creamery Bridge be added to Wallowa County's Safety Improvement Program Inventory and that the project be approved for programming as a safety project.

The existing structure is a 100' steel pony truss, with an extremely narrow roadway of 17' 6". The original structure was built around 1920 and presently has a load rating of H-13. Because of its age and structural design it is impractical to widen the existing bridge, therefore, total replacement with a wider and more substantial structure is the only alternative.

Pursuant to the provisions of PPM 21-16 dated August 30, 1965, the criterion used in the selection for this particular safety improvement project is based on "copetent engineering judgement."

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

cc: F. B. Klaboe
Ivan Merchant
Dick Chase

Routing

Docker
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Peak
Morelock
Trout

RECEIVED
JUN 22 1967
CONSTRUCTION
DIVISION

RECEIVED
JUN 22 1967
FISH COMMISSION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 19, 1967

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
✓ Engineering
Water Res.
Info-Ed.
Surname

3-488(2)
2069

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

6-27-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J.E. Morelock
L.R. Chandler (4)
A. F. Parson (2)
fw

Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Rogue River Bridge Jackson County
Wallowa Creamery (Wallowa River) Bridge Section, FAS 487, Passage req'd. Wallowa County
Elk River Section, Oregon Coast Highway, Curry County Passage req'd. Bridge
This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

By
F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

SNR 6-23-67
Dear Mr. Morgan,
"We will concur with the Oregon Game Commission's comments regarding the Rogue River work.
Wallowa & Elk River projects will require fish, passage during & after construction,
Bert Carnegie

RECEIVED
MAR 27 1967
FOR FILING
S-418(2)
7669

Prefix No. 532-1467

LOCATION PROSPECTUS
WALLOWA CREAMERY BRIDGE SECTION
WHISKEY CREEK COUNTY ROAD, FAS 487
WALLOWA COUNTY

HIGHWAY: Whiskey Creek County Road, Federal-aid Secondary No. 487.

TERMINI: Structure site is where Whiskey Creek County Road crosses Wallowa River at the east edge of Wallowa, approximately 0.10 mile east of M.P. 47.32 on the Wallowa Lake Highway.

NARRATIVE: This will be a location survey to prepare plans, estimates and specifications for the replacement of an existing bridge. Reconnaissance will not be needed. Soils investigations will be conducted. Wallowa County will construct and maintain detour. This is an FAS-C bridge replacement project using 1967 funds.

CHARACTERISTICS: 1966 ADT 360; projected ADT 430.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

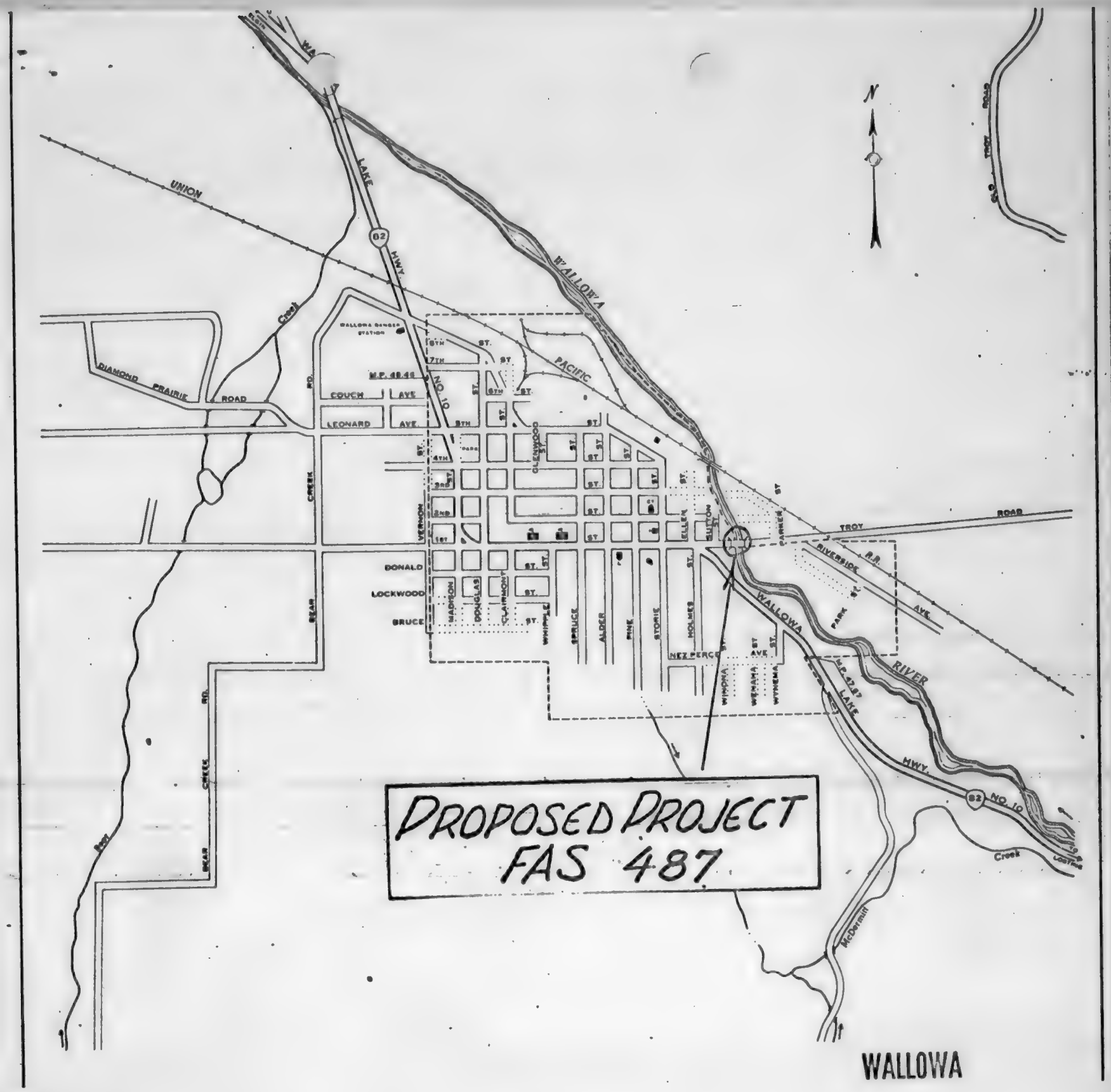
BRIDGE: Proposed structure to have a 32-foot horizontal clearance, with a 4-foot sidewalk on the upstream side.

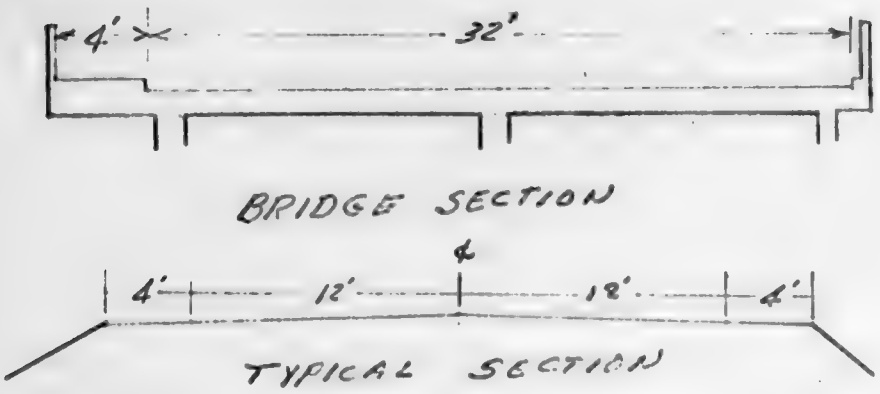
AGREEMENTS: Routine County FAS-C project. Routine utility adjustment.

March 22, 1967
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER





BRIDGE SECTION

TYPICAL SECTION

PROSPECTUS MAP
WALLOWA CREAMERY CR.
FAS 487
WALLOWA COUNTY
MAR. 1967

I-80N-3(51)	The Dalles Bridge Sec. of	1967
84	Columbia R. Hwy. East of	
#7070	The Dalles (Rdside Imp.)	

RECEIVED
NOV 15 1968

I-80N-3(5)84
1070

November 15, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7070 awarded to Baltz & Son Company for roadside improvement on The Dalles Bridge Section of the Columbia River Highway in Wasco County was completed on May 17, 1968, and accepted by the Highway Commission on November 14, 1968.

Final payment in the amount of $9,178.68 will be released to the contractor after November 22, 1968. The total contract amount is $95,805.29 including $196.74 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

cc: Baltz & Son Company
9617 E. Burnside
Portland, Oregon 97216

bc: Mr. J. F. Putnam
Mr. Frank Morgan
Mr. C. H. Maison
Attn: Mr. John Herr

RECEIVED
NOV 14 1968
FOR FILING

I-80N-3(51)84
7070

November 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 17, 1968, on Contract No. 7070. The contract was with Baltz and Son Company and was for roadside improvement on The Dalles Bridge Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 14, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

I-80N-3(51)84 7070

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: The Dalles Bridge		WEEK ENDING: October 19, 1968
		SECTION PREFIX: 633-1099
HIGHWAY: Columbia River		COUNTY: Wasco
NAME OF JOB: The Dalles Bridge Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz & Son Company	CONTRACT NUMBER: 7070	FEDERAL AID PROJECT NUMBER: I-80N-3(51)84
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: September 15, 1967	ESTIMATED COMPLETION DATE: May 17, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A SPECIFIED CALENDAR DAYS: N/A	WORK DAYS USED: N/A CALENDAR DAYS USED: N/A
PROJECT AUTHORIZATION: $ 111,379.48	SPECIFIED COMPLETION DATE: May 17, 1968	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 103,459.17	ENGINEERING AUTHORIZATION $ 7,920.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 96,532.59	ENGINEERING COST TO DATE $ 13,315.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.7 %	PERCENT OF AUTHORIZATION 168.1 %	DATE PROJECT WAS COMPLETED: May 17, 1968

Including Engineering: UNDERRUN 1.21%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	Irrigation
		100%				100%	100%

	GRADING	~~Planting~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	~~Irrigation~~
MILES IN PROJECT	0.29	0.29			0.29
MILES PARTIALLY COMPLETED	0.29	0.29			0.29
MILES COMPLETED	0.29	0.29			0.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,370 cy	8,615 units			$28,080.39
TOTAL QUANTITIES CORRECTED TO DATE	7,137 cy	8,224 units			$29,214.65
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,137 cy	8,224 units			$29,214.65
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy	-		Specified Completion Date of December 31, 1967 was extended to May 17, 1968, because of extra work.
MONDAY	Cloudy-Rain			
TUESDAY	P.Cloudy-Showers			
WEDNESDAY	P. Cloudy			
THURSDAY	P.Cloudy-Showers			
FRIDAY	Sunny			
SATURDAY	P. Cloudy			

BEN GIFFORD

NOTED
R.D.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project completed and no work on job during this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is complete. The Establishment Period was completed on October 15, 1968.

The Semi-Final Estimate for this project was submitted on August 23, 1968. The Post Semi-Final Estimate will be submitted to the Division Office on Monday of next week, October 21, 1968.

Mr. L. H. Warfield, Asst. Div. Eng'r., was in the office on Wednesday and Thursday of this week.

This will be the last Field Engineer's Weekly Report submitted for this job.

SIGNED J. S. Sawyer, Res. Eng'r. LOCATION P.O. Box 420, The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 28 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
FRED W. HILL, MEMBER
PENDLETON

Thaddeus Bruno, Kamber
Portland

I-ON 3(51)84
7070

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7070
Prefix 633-1099
FAP I-80N-3(51)84

Dear Sir:

The replacement planting work under Contract No. 7070, The Dalles Bridge Section of the Columbia River Highway in Wasco County, was completed October 17, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 9-26-68

Conditions noted on above date:

None

for R. E. Simpson
R. E. Simpson
Division Engineer

to: Forrest Cooper
L. H. Young

MOTER
F. B. KLABOE

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1968
FOR FILING

I 81 N-3(51)84
1 1 T D

August 20, 1968

Baltz & Son Co.
9817 East Burnside
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7079 on The Dalles Bridge section of the Columbia River Highway in Wasco County.

After careful consideration, the Commission extended the specified completion date to May 17, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc J. F. Putnam
J. S. Sawyer
L. H. Young
F. D. Morgan
C. H. Nelson
Bureau of Public Roads

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: July 24, 1968
In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(51)84
The Dalles Bridge Section
Columbia River Highway

KL 1302

We have reviewed your request for concurrence in extension of time as expressed in your letter of July 18, 1968.

On the basis of the stop work order properly issued and the added work under the price agreement, we hereby concur in extension of time to May 17, 1968.

RECEIVED
JUL 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1968

SUBJECT: Extension of Time
The Dalles Bridge Section
Columbia River Highway
Contract No. 7070

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Baltz and Son Company, contractor on the subject project, the attached request for extension of the specified completion date from December 31, 1967 to May 17, 1968. The contractor's request is based on work added to the contract by a Price Agreement.

The contractor completed all of the regular contract work with the exception of placing 2,000 pounds of fertilizer on December 27, 1967. A stop work order covering the placing of the fertilizer was issued to the contractor on December 11. Placement of the fertilizer was delayed to prevent loss from winter erosion and to secure better growth utilization in the spring. The resume work order for the placement of the fertilizer was issued on April 17, 1968. The fertilizer was placed on April 23 and 24. This represents 8 calendar days after the resume work order and since the contractor had 20 calendar days available to him when the stop work order was issued, an extension for this work is justified.

During an inspection on December 29, 1967, it was determined that two cross culverts in the interchange area presented a potential hazard to highway traffic because of the deep depressions at the inlets. A Price Agreement was initiated on March 19, 1968 to construct three concrete drop inlets and re-shape the ditches adjacent to them. This concrete work could not be performed in the cold weather and so was delayed until spring. The inlet work was completed on May 17, 1968.

With the exception of the fertilizer, as mentioned above, the only work which was performed after the specified completion date was in connection with or dependent upon the Price Agreement.

We recommend that the specified completion date be extended to May 17, 1968. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:fw
Attach.
cc L. H. Young

RECEIVED
JUL 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1968
FOR FILING

I-8011-3(54)14

176

July 31, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
August 20, 1968 meeting

Gentlemen:

Baltz and Son Company, contractor on The Dalles Bridge Section of the Columbia River Highway in Wasco County, Contract No. 7070, requests an extension of the specified completion date from December 31, 1967 to May 17, 1968.

A stop work order covering placing of the fertilizer was in effect during the winter season in order to prevent loss from winter erosion and to secure batter growth in the spring. The contractor was also requested to construct three concrete drop inlets to eliminate a potential roadside hazard after the regular contract time had expired. Both these reasons justify extension for the time involved.

I recommend that the specified completion date be extended to May 17, 1968, which was the actual project completion date. This will eliminate all liquidated damages. This is a Federal-aid interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

JAB:DES:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7070 Contractor Baltz & Son Company

Highway Columbia River

Section The Dalles Bridge

Kind of Work Roadside Improvement

It is recommended that such extension be granted as requested under the following terms and conditions:

The Contractor had performed all required work, with the exception of placing approximately 2,000 Lbs. of Inorganic Fertilizer, Bid Item No. 5, by the specified December 31, 1967 Completion Date. It had been decided that this ton of Fertilizer would be more effective if placed in the Spring. Stop work order in effect from December 11 1967 to April 17, 1968 justifies a like extension.
At the Final Inspection, it was decided that Three (3) Drop Inlets were needed over the ends of culvert pipes on the project. The concrete work for these inlets would best be performed when weather moderated in the Spring. Some Five (5) additional Sprinkler heads were also installed, at my request, after the system was turned on this Spring.

This additional work was completed on May 17, 1968, and it is recommended that the Contractor be allowed his request for an extension of contract time to that date (May 17, 1968) and that he not be penalized for this delay in completion of this contract.

Recommended for Approval:

J. F. Buchanan
Division Engineer

Walter A. Bird
Construction Engineer or Bridge Engineer

J. B. Knowles
Assistant State Highway Engineer

Contract No. 7070

Project designation Federal I-80N-3(51)84
State—Federal

Date awarded August 7, 1967

Work started September 15, 1967

Per cent completed 100% May 17, 1968
Date

Specified completion date December 31, 1967

Previously extended to N/A

Extension requested to May 17, 1968

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date MAY 31, 19 68

Gentlemen:

We, the undersigned, respectfully request an extension of 138 days time, from December 31, 19 67, to May 17, 19 68, within which to complete our Contract No. 7070, described as follows: Roadside Improvement - The Dalles Bridge Section

The above request is based upon the following reasons:

At the Final Inspection, it was decided that some additional work, not originally called for on the contract, was needed. This was the construction of 3 Box Inlets, and reshaping ditches to drain to them. This concrete work could not be performed until the weather moderated. This work and some additional sprinkler lines were completed on May 17, 1968

Respectfully submitted,

BALTZ AND SON COMPANY
Contractor

By T. F. Baltz Pres.

CONSENT OF SURETY

Date 6/18/68, 19

We, UNITED PACIFIC INSURANCE COMPANY, a Washington Corporation, having its principal place of business at Tacoma, Washington., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY

By Frank G. Sauer Attorney-in-fact

Frank G. Sauer Resident Agent

(SEAL)

State Printing 97813

F. G. Sauer Co.
504 TERMINAL SALES BLDG.
PORTLAND

RECEIVED
JUL 18 1968
FOR FILING

I-SIN-3(51)84

7170

July 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, The Dalles Bridge Section, Columbia River Highway, Project No. I-SON-3(51)84

We have received from Baltz and Son Company, contractor on this project, a request for an extension of the specified completion date from December 31, 1967, to May 17, 1968. The contractor's request is based on work added to the contract by Price Agreement.

The contractor completed all of the regular contract work with the exception of placing 2,000 pounds of fertilizer on December 27, 1967. A stop work order covering the placing of the fertilizer was issued to the contractor on December 11. Placement of the fertilizer was delayed to prevent loss from winter erosion and to secure better growth utilization in the spring. The resume work order for the placement of the fertilizer was issued on April 17, 1968. The fertilizer was placed on April 23 and 24. This represents 8 calendar days after the resume work order and, since the contractor had 20 calendar days available to him when the stop work order was issued, an extension for this work is justified.

During an inspection on December 29, 1967, it was determined that two cross culverts in the interchange area presented a potential hazard to highway traffic because of the deep depressions at the inlets. A Price Agreement was initiated on March 19, 1968, to construct three concrete drop inlets and reshape the ditches adjacent to them. This concrete work could not be performed in the cold weather and so was delayed until spring. The inlet work was completed on May 17, 1968.

With the exception of the fertilizer, as mentioned above, the only work which was performed after the specified completion date was in connection with or dependent upon the Price Agreement.

It is our recommendation that the completion date for this project be extended to May 17, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

DES:fw srb

FORM PR-30A (REV. 3-65) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Region
Wash DC

FINAL CONSTRUCTION INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
F-XCI-3(51)84		Wasco	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-5-68	W. R. Grafe, Area Engineer		I-80N-3(51)84
IN COMPANY WITH	Mark Astrup, State Landscape Arch; J. F. Putnam, Div Engr; J. S. Sawyer, Res Engr		
QUALITY OF WORK		**PROGRESS OF WORK**	**TIME ELAPSED** / **WORK COMPLETED**
Satisfactory		Satisfactory	97 % / See below %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

THE DALLES BRIDGE INTERCHANGE
COLUMBIA RIVER HIGHWAY
Roadside Improvement

All initial planting under the contract is completed, and establishment period started on December 27, 1967.

Review of materials control reveals adequate testing has been performed and certifications received covering appropriate materials.

Grade changes resulting from adding the topsoil have made it necessary to add catch basin under an Extra Work Order in three quadrants of the Interchange. This will not affect contract time.

Final report will be prepared when establishment period has been completed and project accepted.

E. B. KLABOE
NOTED

RECEIVED
JAN 10 1968
OFFICE OF
FINAL PROJECT ENGR

morgan
1-11-68

EDITION OF 8-60 MAY BE USED

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-35		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
5	(PPM 21-7) 8-24-67	Wasco
		PROJECT NO. I-80N-3(51)84

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

The Dalles Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 108,904	$ 100,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lister

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(51)84

THE DALLES BRIDGE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Project Agreement Estimate.

Salem, Oregon, August 18, 1967

Type Code Y003
Roadside Improvement (Sta. 2438+50 to Sta. 2454+00)(Contract No. 7070)

Furnishing and Placing Topsoil	7,200 cu.yd.	$ 2.85	$ 20,520.00
12-inch Culvert Pipe	44 lin.ft.	8.00	352.00
Furnishing and Planting Trees	15 only	15.00	225.00
Furnishing and Planting Shrubs	8,600 only	5.00	43,000.00
Inorganic Fertilizer, 10-16-8	44 cwt.	8.15	358.60
Manure Fertilizer	170 cu.yd.	6.00	1,020.00
Mulch	4 acre	1,300.00	5,200.00
2-inch Electrical Conduit	320 lin.ft.	5.00	1,600.00
2½-inch Electrical Conduit	120 lin.ft.	2.94	352.80
1/2-inch Water Pipe	2,580 lin.ft.	0.46	1,186.80
3/4-inch Water Pipe	2,150 lin.ft.	0.56	1,204.00
1-inch Water Pipe	3,340 lin.ft.	0.65	2,171.00
1½-inch Water Pipe	2,830 lin.ft.	0.71	2,009.30
1½-inch Water Pipe	1,430 lin.ft.	0.79	1,129.70
2-inch Water Pipe	790 lin.ft.	1.00	790.00
2½-inch Water Pipe	1,150 lin.ft.	1.35	1,552.50
3-inch Water Pipe	800 lin.ft.	1.80	1,440.00
1/2-inch Steel Water Pipe	1,300 lin.ft.	0.80	1,040.00
3/4-inch Steel Water Pipe	12 lin.ft.	0.71	8.52
3-inch Steel Water Pipe	780 lin.ft.	3.59	2,800.20
1/2-inch Gate Valves	4 only	11.20	44.80
1-inch Gate Valves	2 only	15.00	30.00
1½-inch Gate Valves	5 only	15.18	75.90
3-inch Gate Valves	2 only	94.04	188.08
1-inch Automatic Section Valves	2 only	60.37	120.74
1½-inch Automatic Section Valves	14 only	65.25	913.50
1½-inch Automatic Section Valves	28 only	71.80	2,010.40
2-inch Automatic Section Valves	2 only	75.45	150.90
3/4-inch Quick-Coupling Valves	16 only	5.50	88.00
1/2-inch Manual Drain Valves	60 only	10.25	615.00
2-inch Pressure Vacuum Breaker Valves	2 only	250.00	500.00
Shrubbery Sprinkler Heads	870 only	2.00	1,740.00
17-Section Automatic Controllers	1 only	716.00	716.00
29-Section Automatic Controllers	1 only	774.50	774.50
2-inch Water Meter	1 only	1,350.75	1,350.75
2-inch Pressure Reducer Valve	1 only	125.00	125.00
Valve Housing	All Required		1,000.00
			$ 98,403.99
Flagging (57⅝ of Contractor's Cost)	All Required		100.00
Water	All Required		500.00
	Subtotal		$ 99,003.99
	10% Engr. & Cont.		9,900.01
	Total		$108,904.00

Length of Project - - - - 0.00 Miles

Federal Funds -	$100,400.00
State Funds -	8,504.00
	$108,904.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(51)84

THE DALLES BRIDGE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

P.S. and E. Estimate.

Salem, Oregon, June 28, 1967

Type Code Y003
Roadside Improvement (Sta. 2438+50 to Sta. 2454+00)

Furnishing and Placing Topsoil	7,200 cu.yd.	$ 4.00	$ 28,800.00
12-inch Culvert Pipe	44 lin.ft.	6.00	264.00
Furnishing and Planting Trees	15 only	14.00	210.00
Furnishing and Planting Shrubs	8,600 only	4.50	38,700.00
Inorganic Fertilizer, 10-16-8	44 cwt.	8.00	352.00
Manure Fertilizer	170 cu.yd.	8.00	1,360.00
Mulch	4 acre	1,500.00	6,000.00
2-inch Electrical Conduit	320 lin.ft.	2.75	880.00
2½-inch Electrical Conduit	120 lin.ft.	3.00	360.00
½-inch Water Pipe	2,580 lin.ft.	0.55	1,419.00
3/4-inch Water Pipe	2,150 lin.ft.	0.60	1,290.00
1-inch Water Pipe	3,340 lin.ft.	0.65	2,171.00
1½-inch Water Pipe	2,830 lin.ft.	0.75	2,122.50
1½-inch Water Pipe	1,430 lin.ft.	0.90	1,287.00
2-inch Water Pipe	790 lin.ft.	1.15	908.50
2½-inch Water Pipe	1,150 lin.ft.	1.35	1,552.50
3-inch Water Pipe	800 lin.ft.	1.80	1,440.00
½-inch Steel Water Pipe	1,300 lin.ft.	0.60	780.00
3/4-inch Steel Water Pipe	12 lin.ft.	0.65	7.80
3-inch Steel Water Pipe	780 lin.ft.	5.00	3,900.00
½-inch Gate Valves	4 only	10.00	40.00
1-inch Gate Valves	2 only	15.00	30.00
1½-inch Gate Valves	5 only	20.00	100.00
3-inch Gate Valves	2 only	48.00	96.00
1-inch Automatic Section Valves	2 only	40.00	80.00
1½-inch Automatic Section Valves	14 only	50.00	700.00
1½-inch Automatic Section Valves	28 only	60.00	1,680.00
2-inch Automatic Section Valves	2 only	70.00	140.00
3/4-inch Quick-Coupling Valves	16 only	10.00	160.00
½-inch Manual Drain Valves	60 only	8.50	510.00
2-inch Pressure Vacuum Breaker Valves	2 only	250.00	500.00
Shrubbery Sprinkler Heads	870 only	2.00	1,740.00
17-Section Automatic Controllers	1 only	1,500.00	1,500.00
29-Section Automatic Controllers	1 only	2,300.00	2,300.00
2-inch Water Meter	1 only	500.00	500.00
2-inch Pressure Reducer Valve	1 only	200.00	200.00
Valve Housing	All Required		500.00
			$104,580.30

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Water	All Required	500.00
		$ 600.00
	Subtotal	$105,180.30
	10% Engr. & Cont.	10,517.70
	Total	$115,698.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$106,700.00
State Funds -	8,998.00
Total -	$115,698.00

7070

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Harbor
Holix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 23, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Subject: Topsoil Specifications

Dear Mr. Parsons:

Our existing specification for topsoil contains liquid limit and plastic limit requirements which have proved untenable because they eliminate the use of many good topsoils.

A copy of Mr. O. A. White's explanatory letter of August 21 recommending deletion of these requirements from projects now under contract is attached for your information.

We propose to substitute the attached revised topsoil specifications for all projects under contract. Your blanket approval thereof is requested thus eliminating submission of price agreement forms for individual projects. The LL and PL requirements have been eliminated in the proposed September 26 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

.cmc.

cc: F. B. Klaboe
L. H. Young
O. A. White

OREGON STATE HIGHWAY DEPARTMENT

Special Provisions

Quality Requirements for Topsoil

(To be used on projects advertised for letting after October 1, 1967)

Article 107-2.1 - Quality Requirements

Delete the provisions of Article 107-2.1 of the Standard Specifications and substitute the following three paragraphs in lieu thereof:

Topsoil shall be a fertile, loamy, natural surface soil consisting of sands, silts, clays and organic matter in combination and free from substances toxic to plant growth, noxious weed seed or roots, refuse, sticks and lumps.

When subjected to the Mechanical Analysis of Soils, AASHO T88, the topsoil shall meet the following requirements:

Fraction or Grain Size	Percentage of Topsoil
Retained on 1-inch sieve	None
Passing 1-inch sieve-retained on No. 10 sieve	0 - 5
Passing No. 10 sieve-retained on No. 200 sieve (Sand)	10 -65
0.074 mm. - 0.005 mm. grain size (Silt)	20 -80
Smaller than 0.005 mm. grain size (Clay)	5 -40

The organic matter in the topsoil, as determined by the modified Walkley-Black method, Miscellaneous Paper No. 65 of the Agricultural Experiment Station - Oregon State University, shall not be less than two percent.

8/24/67 VGO'N

7070

FORM E-30X 50M 2-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1967

SUBJECT: Top Soil Specifications

To:

Frank Morgan
Construction Engineer
Office

REF: Project	Contract	F. A. Number
Powell Valley Rd. - Duncan Rd.	6993	CJF-24(1)
Azalea - Glendale Jct.	7023	I-5-2(53)82
South Umpqua Safety Rest Area	7058	I-5-2(55)112
Starvation Creek Safety Rest Area	7059	I-80N-2(38)53
Barnett Rd. - Bear Creek	7061	CJI-5-1(2)
Harrisburg - Eugene	7005	CJF-3(2), CJF-3(4)
W. City Limits - St. John Br.	7038	LSF-1(1)
Independence Jct. - West Salem	7040	LSF-47(3)
West Salem	7039	LSF-47(2)
Stanfield Safety Rest Area	7012	I-80N-8(25)184
The Dalles Br.	7070	I-80N-3(51)84
Staleys Jct.-Tillamook-Washburn	7048	CJF-000B(2), CJF-35(1)

The requirements for top soil included in contracts for the referenced projects have been reviewed. The listed limits of 30 LL and 15 PL obviously do not describe quality top soil. Not only does the requirement of 30 LL max. prevent the acceptance of many good top soils, the max. 15 PL makes it doubtfull if any fine material in the loam series could be accepted.

Because of the untenable aspects of the current specification it is requested that authorization be obtained to relieve the referenced Federal Aid projects of this requirement. The exemption should also apply to all contracts which have been written but not let.

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the Atterberg limits describe soil characteristics from an engineering standpoint for roadway strength purposes only, it is not expedient to apply them for agricultural purposes wherein particle size and chemical composition are the pertinent items. For this reason the following is recommended in lieu of paragraphs 1 and 2 of the existing specifications Section 107-2.1:

> Top soil shall consist of a humus-bearing soil which shall conform to the following mechanical analysis as determined by the AASHO-T88 test method:
>
> | | |
> |---|---|
> | Percent retained on the one inch sieve | - None |
> | Percent passing the one inch and retained on the No. 10 | - 0 to 5 |
> | Percent passing the No. 10 and retained on the No. 200 | - 10 to 65 |
> | Percent smaller than the No. 200 and larger than 0.005 mm | - 20 to 80 |
> | Percent smaller than 0.005 mm | - 5 to 40 |

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: H. Astrup
L. Shaw

RECEIVED
AUG 17 1967

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(51)84

TO 7010 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 11, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-80N-3(51)84
The Dalles Bridge Section
Roadside Improvement

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of August 7, 1967 in the award of contract No. 7070 to Baltz and Son Co. of Portland, Oregon, low bidder in the amount of $98,403.99 at the July 27, 1967 bid opening.

NOTED
F. B. KLABOE

8-17-67
REFERRED TO
Young
By ASST. STATE HWY. ENGR.

RECEIVED
AUG 17 1967

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 9 1967
FOR FILING

I-80N-3(51)84
7070

August 8, 1967

Baltz & Son Co.
9017 E. Burnside
Portland, Oregon 97216

Gentlemen:

Enclosed are three copies of Contract No. 7070 for $98,403.99 awarded to you by the State Highway Commission on August 7, 1967. This contract is for roadside improvement on The Dalles Bridge Section of the Columbia River Highway in Wasco County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Marchant
C. D. Matthis (SIAC)
J. F. Putnam
J. S. Sawyer
Mark Astrup

RECEIVED
JUN 29 1967
Const
R/W
Encr R (4)

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

June 27, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent under cover of your letter of June 19, 1967.

1. Brownsboro-Hanley Ranch Section, Lake of the Woods Highway, Jackson County
2. Elk River Section, Oregon Coast Highway, Curry County
3. Wallowa Creamery(Wallowa River)Bridge, FAS 487, Wallowa County
4. 10th Street-South Pendleton Interchange Section, Oregon-Washington Highway, Umatilla County
5. Starvation Creek Safety Rest Area, Columbia River Highway, Hood River County
6. Ophir Safety Rest Area, Oregon Coast Highway, Curry County
7. The Dalles Bridge Section, Columbia River Highway, Wasco County

The plans for the above projects are satisfactory and are approved.

Precautions should be taken against siltation on the construction of the bridges on Elk River and the Wallowa River. Both streams contain significant numbers of anadromous fish.

We appreciate the opportunity to review the plans of these projects.

6/28/67
Copies to
F. B. Klaboe
L. H. Young
Frank Hall (7)
T.C. Roake
J. E. Morelock
L. R. Chandler (6)
A.F. Parson (4)
J. F. Putnam (1)
ROK/dm
nn

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski

R. O. Koski
Chief of Liberations

F-186(23) N. Plains Inter-Cornelius 1967
Pass Rd. Inter Sec. of Sun-
#7071 set Hwy.(Grad.,pav.signing)

Oregon State Highway Division

Federal-Aid
Project No. F-186(23)

N. PLAINS INTERCHANGE-CORNELIUS PASS RD. INTERCH. SECTION

OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

Revised project agreement estimate to remove item previously retained in program status.

Salem, Oregon, July 14, 1969

Type Code 6201
Roadway (Sta. 2578+00 to Sta. 2817+30) (Contract No. 7071)

Clearing and Grubbing	All Required			$ 37,000.00
Ditch Excavation, Unclassified	1,900	cu.yd.	2.00	3,800.00
General Excavation, Unclassified	219,000	cu.yd.	0.48	105,120.00
Overhaul	30,300	C-yd.sta.	0.35	10,605.00
Embankment in Place	39,800	cu.yd.	0.75	29,850.00
Finishing Roadbed & Slopes	All Required			10,000.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	920	cu.yd.	3.00	2,760.00
Special Backfill in Drains	96	cu.yd.	7.00	672.00
Watering	900	M-gal.	2.50	2,250.00
Lime Treated Subgrade	216,000	sq.yd.	0.27	58,320.00
Lime for Treated Subgrade	2,500	ton	30.00	75,000.00
3/4"-0 Material in Base	12,600	ton	2.84	35,784.00
Plant Mix Stone Base	139,500	ton	2.54	354,330.00
Bituminous Base Mixture	14,000	ton	4.64	64,960.00
Asphalt in Bituminous Base Mixture	630	ton	29.00	18,270.00
3/4"-0 Aggregate in Prime Coat	860	cu.yd.	6.00	5,160.00
RC-250 Asphalt in Prime Coat	130	ton	44.50	5,785.00
Asphalt in Tack Coat	1	ton	55.00	55.00
Class "B" Asphalt Concrete Mixture	32,000	ton	4.72	151,040.00
Asphalt Cement in Mixture	1,760	ton	29.00	51,040.00
12-inch Reinforced Concrete Bridge End Panels	180	sq.yd.	21.00	3,780.00
Class "A" Concrete in Box Culverts	100	cu.yd.	98.00	9,800.00
Reinforcement in Box Culverts	17,000	lb.	0.16	2,720.00
Concrete Riprap in Bags	22	cu.yd.	20.00	440.00
8'-7" x 5'-11" Structural Plate Pipe Arch 12 gage	50	lin.ft.	65.00	3,250.00
12-inch Culvert Pipe	270	lin.ft.	3.00	810.00
15-inch Culvert Pipe	280	lin.ft.	3.75	1,050.00
18-inch Culvert Pipe	1,130	lin.ft.	4.50	5,085.00
30-inch Culvert Pipe	90	lin.ft.	9.00	810.00
36-inch Culvert Pipe	110	lin.ft.	12.50	1,375.00
48-inch Culvert Pipe	150	lin.ft.	25.00	3,750.00
84-inch Culvert Pipe	80	lin.ft.	50.00	4,000.00
6-inch Drain Pipe	500	lin.ft.	2.00	1,000.00
8-inch Drain Pipe	500	lin.ft.	2.20	1,100.00

12-inch Paved Culvert End Slope	2	only	25.00	$ 50.00
15-inch Paved Culvert End Slope	1	only	30.00	30.00
18-inch Paved Culvert End Slope	11	only	35.00	385.00
30-inch Paved Culvert End Slope	1	only	50.00	50.00
36-inch Paved Culvert End Slope	1	only	70.00	70.00
48-inch Paved Culvert End Slope	4	only	140.00	560.00
Concrete Manholes	2	only	800.00	1,600.00
Special Concrete Manholes	2	only	600.00	1,200.00
Concrete Inlets, Special Type "G-2M"	13	only	225.00	2,925.00
Corrugated Metal Catch Basin	1	only	60.00	60.00
Extra for A.C. Concrete Approaches	23	only	40.00	920.00
Extra for A.C. Concrete Curbs	890	lin.ft.	1.10	979.00
Guide Posts, W-1	210	only	7.00	1,470.00
Gude Posts, Y-1	50	only	7.00	350.00
Guide Posts, Y-2	65	only	7.50	487.50
Guard Rail	750	lin.ft.	2.50	1,875.00
Rail End Pieces	12	only	10.00	120.00
Guard Rail Blocks	80	only	1.50	120.00
Extra Guard Rail Posts	24	only	14.00	336.00
Terminal Anchor Posts	4	only	110.00	440.00
Type 2 Fence	150	rod	8.00	1,200.00
Furnish Field Laboratory Building	1	only	1,000.00	1,000.00
Roadside Seeding	40	acre	100.00	4,000.00
Roadside Mulching	40	acre	173.00	6,920.00
Grass Seed Mixture	1,200	lb.	1.00	1,200.00
Inorganic Fertilizer 10-16-8	160	cwt.	8.00	1,280.00
Signing				
Sign Support Footings	All Required			2,275.00
Breakaway Sign Posts	All Required			6,270.00
Painted Wood Sign Posts	All Required			1,350.00
Type "A" Signs in Place	929	sq.ft.	6.55	6,084.95
Type "C" & "D" Signs in Place	718	sq.ft.	3.25	2,333.50
Type "E" Signs in Place	95	sq.ft.	3.50	332.50
Type "P" Signs in Place	6	sq.ft.	5.00	30.00
Signals				
Flashing Beacon Installation, Complete	All Required			7,500.00
				$1,118,214.45
Flagging (57-1/2% of Contractor's Cost)	All Required			10,000.00
				$1,128,214.45
10% Engr. & Cont.*				111,820.55
				$1,240,035.00

*Reduced in accordance with Para. 5 (Project field offices) of PPM 30-6.

Type Code X080

McKay Creek Bridge (Str. No. 2365A (Sta. 2592+50.35 to Sta. 2593+75.65)(Contract No. 7071)

Shoring, Cribbing, etc.	All Required (50%)			$ 4,250.00
Structural Excavation	60 cu.yd.	10.00		600.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00		50.00
Furnish 16-inch Prestressed Piling	1,848 lin.ft.	6.00		11,088.00
Drive Prestressed Piles	28 only	140.00		3,920.00
Class "A" Concrete (41 cu.yd.)	All Required (69%)			3,450.00
4' x 40'/45' Prestressed Slabs	33 only	870.00		28,710.00
Reinforcement (5,400 lbs.)	All Required (66%)			858.00
Three Tube Steel Railing	250 lin.ft.	20.00		5,000.00
				$ 57,926.00

Type Code X021
Voges Road Bridge (Str. No. 9710) (Sta. FR 2750+94 to FR 2751+14.25)
(Contract No. 7071)

Remove Old Bridge & Provide for Traffic	All Required			$ 5,000.00
Shoring, Cribbing, etc.	All Required (50%)			4,250.00
Structural Excavation	60 cu.yd.	10.00		600.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00		50.00
Furnish 16-inch Prestressed Piling	384 lin.ft.	6.00		2,304.00
Drive Prestressed Piles	8 only	140.00		1,120.00
Class "A" Concrete (18 cu.yd.)	All Required (31%)			1,550.00
20'/25' Precast Channel Beams	3 only	650.00		1,950.00
Placing Salvaged Precast Channel Beams	All Required			700.00
Reinforcement (2,800 lbs.)	All Required (34%)			442.00
Three Tube Steel Railing	40 lin.ft.	20.00		800.00
				$ 18,766.00

Subtotal	$ 76,692.00
10% Engr. & Cont.	7,669.00
Total	$ 84,361.00

Length of Roadway	4.508 miles
Length of 1 Structure	0.024 mile
Total Length of Project	4.532 miles
Cost of Roadway Per Mile	$275,074.31

Summary of Funds

	Total Cost	Federal Funds	State Funds
Roadway	$1,240,035.00	$787,420.00	$452,615.00
Structures	84,361.00	53,555.00	30,806.00
Total	$1,324,396.00	$840,975.00	$483,421.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap 529, Laws 1939
State Funds for Maint.: Chap 529, Laws 1939

Group 1-100%
Prefix 34-1042

N. PLAINS INTERCH.-CORNELIUS PASS INTERCH.

F-186(23)

State Work

Work by Portland General Electric	All Required	$250.00
Relocate Mailboxes	All Required	150.00
		$400.00

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APR 28 1969
FOR FILING

F-186(23)

7071

April 28, 1969

Universal Soil Construction, Inc.
2680 Bayshore Frontage Road
Mountain View, California 94040

Attention: F. R. Golsen
General Manager

Gentlemen:

Our records indicate that final payment on Contract No. 7071 was made within a few days after April 18, 1969.

In another letter, you requested information as to protection available to subcontractors for the payment of claims.

All State Highway contracts are covered by a 100 percent performance, labor and materials bond. A claim may be filed against the contract at any time by simply writing to this office and stating the pertinent facts of the claim as to amount, location, time and so forth. To secure the protection of the bond, the claimant, however, must file the claim within six months after the contract has been accepted by the Highway Commission.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

UNIVERSAL SOIL CONSTRUCTION, INC.

2680 BAYSHORE FRONTAGE ROAD
MOUNTAIN VIEW, CALIFORNIA 94040
(415) 321-5832

April 23, 1969

Oregon State Highway Department
Salem, Oregon

We have worked and hopefully again will work as subcontractor on state highway projects in Oregon.

We would appreciate your advising what protection is available to subcontractors to secure payment for service rendered in the form of notices, actions against bonds, etc. and what subcontractor must do to protect his rights in the form of notices, time limits, etc.

Yours very truly,

UNIVERSAL SOIL CONSTRUCTION, INC.

F. R. Golzen, General Manager

FRG/whr

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APR 28 1969
OREGON
STATE HIGHWAY COMMISSION

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MAY 19 1969
FOR FILING

F-186(23)
7071

#3

April 23, 1969

McNutt and Sons, Inc.
P. O. Box 266
Springfield, Oregon 97477

Gentlemen:

The State Highway Commission at its meeting on April 22 considered your request for an increase of 10 calendar workdays on Contract No. 7071 for work on the North Plains Interchange-Cornelius Pass Road Interchange section of the Sunset Highway in Washington County.

Careful consideration was given to the reason you provided. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. W. Rullen
James Cochell
F. D. Morgan
C. H. Maison

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 1, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 310 days to 320 days, within which to complete our Contract No. 7071, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

August 13, 14, 18, 19, 22, 23, 24, 25, 26, and 27, of 1968.

The unseasonable heavy rains on the above dates prevented the orderly progress of the project.

Respectfully submitted,

McNutt & Sons, Inc.
Contractor

By John B McNutt
President

CONSENT OF SURETY

Date February 3, 19 69

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By (L. W. Neff)
Attorney-in-fact

MANSFIELD & CO.
By
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7071 Contractor Kellett & Sons, Inc.

Highway Sunset

Section North Plains Interchange - Cornelius Pass Rd. Interchange

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

The contractor was not appreciably delayed in his contract work during the rain in August of 1968.

Recommended for Approval:

Division Engineer

By Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

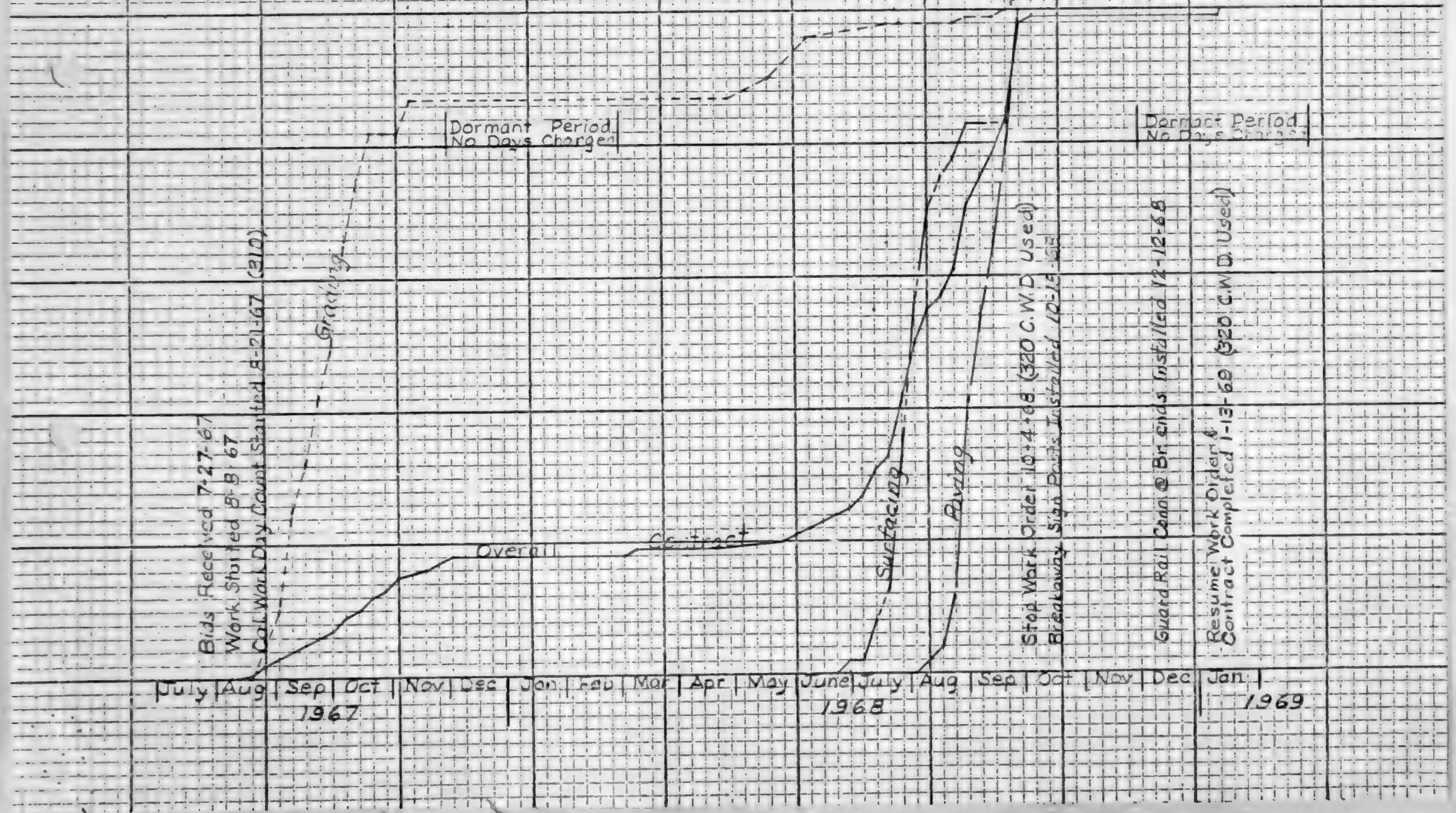
Contract No.	7071
Project designation	F - 16.6 (23) State-Federal
Date awarded	August 9, 1967
Work started	August 8, 1967
Per cent completed	100% Jan. 13, 1969 Date
No. of Workdays Allowed	310 Calendar
No. of Workdays Used	320 Calendar
No. of Added Workdays Requested	~~XX~~ 0

SP*6206-734

NORTH PLAINS - CORNELIUS PASS ROAD
SUNSET HIGHWAY

Contract 7071 Project F-186(23)

PROGRESS CHART


Bids Received 7-27-67
Work Started 8-8-67
Col. Work Day Count Started 8-21-67 (210)
Grading
Dormant Period No Days Charged
Overall
Contract
Surfacing
Paving
310 C.W.D. Used 9-24-65
Stop Work Order 10-4-68 (320 C.W.D. Used)
Breakaway Sign Posts Installed 12-12-68
Guard Rail Conn @ Br. ends Installed 12-12-68
Resume Work Order & Contract Completed 1-13-69 (320 C.W.D. Used)
July Aug Sep Oct Nov Dec Jan Feb Mar Apr May June July Aug Sep Oct Nov Dec Jan
1967
1968
1969

NORTH PLAINS-CORNELIUS PASS ROAD
SUNSET HIGHWAY
CONTRACT NO. 7071 PROJECT F-186(23)

Bids Received	July 27, 1967
Work Started	August 8, 1967
Contract Awarded	August 9, 1967
Cal. Workdays Start	August 21, 1967 (310 Allowed)
Stop Work Order	October 4, 1968 (320 Used) $2,000 in liq. damages at $200/day
Resume Work Order	January 13, 1969
Contract Completed	January 13, 1969 (320 used)

	Date	(Forest Grove) Precip.	Work in Progress and % Complete				Total Contract
			Grading	Drainage	Surfacing	Asph	
Sat.	8-3-68		98%	87%	56%		50%
Sat.	8-10-68		98%	87%	70%	2%	55%
	8-12		Drainage, Crushing, Surfacing				
	13	.03	Grading, Drainage, Crushing Surfacing				
	14	.22	Drainage, Crushing, Surfacing				
	15	T	Drainage, Crushing, Surfacing, Binder Course				
	16	.32	Drainage, Crushing, Surfacing				
Sat.	17	.03	98%	90%	75%	4%	57%
Sun.	18	.20					
	19	.38	Grading, Drainage, Crushing, Surfacing				
	20	.07	"	"	"	Bit. Base	
	21	.01	"	"	"	"	
	22	1.18	"	"	"	"	
	23	.29	"		"		
Sat.	24	.80	98%	94%	78%	13%	61%
Sun.	25	.37					
	26	.09	Grading, Drainage,		Surfacing, Bit. Base		
	27	.03			"	"	, A.C.
	28				"		"
	29				"	"	"
	30				"		"
Sat.	31		99%	98%	93%	41%	71%
	Total	4.02"					
	Ave.	0.53"					
		3.49" Above Average					

Date		Work in Progress and % Complete					Total Contract
Sun.	9-1-68						
Labor Day	2						
	3	Grading,	Surfacing,	A. C.			
	4	"		"			
	5			"			
	6			"			
Sat.	7	99%	93%	54%			75%
Sun.	8						
	9	Grading,		A.C.			
	10	"		"			
	11	"		"			
	12	"		"			
	13			"			
Sat.	14	99%		65%			79%
Sun.	15						
	16			A.C.,	Signing		
	17			"	,	Guard Rail	
	18					"	
	19				"	"	
	20			"	"	"	
Sat.	21			80%			84%
Sun.	22						
	23			A.C.,	Signing,	Guard Rail	
	24		Surfacing,	"	"	"	

CALENDAR WORKDAYS EXPIRED

	25		"	"	"	"	
	26		"	"	"		
	27				"		
Sat.	28		100%	100%			98%
Sun.	29						
	9-30-68			Clean-up			
	10-1-68	Seed, Mulch,		"	Signing		
	2	"		"		, Guard Rail	
	3	"		"			
	4	"	Stop Work Order				99%

(Project completed during winter "no count" period.)

EXTRA WORK:

Order No.		Work Covered	Date Appr.	Cost	
EW	2	Temporary Signing	6-13-68	$ 9,662.17	
PA	1	Build-up Prestressed 16" Piling	7-5-68	133.98	
PA	3	Revise Breakaway Sign Posts	10-7-68	356.50	
PA	4	Revise Guard Rail	10-11-68	1,083.00	*
PA	5	Construct P.C.C. Curb	10-2-68	720.00	**
				$11,955.65	
		* deletes $440 from bid item 55		- 1,419.00	
		** deletes $979 from bid item 47		$10,536.65	

Original Contract Amount $1,194,906.45

Net Extra Work Amount is 0.88% of original Contract amount

Final Contract Amount $1,105,055.38

Contract amount underrun - 7.52%

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APR 17 1969
FOR FILING
F-186(23)
7171

April 16, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 3
April 22, 1969 meeting

Gentlemen:

McNutt & Sons, Inc., contractor on the North Plains-Cornelius Pass Road Section of the Sunset Highway in Washington County, Contract No. 7071, has requested an increase of 10 calendar workdays. The contractor's request is based on heavy rains in August 1968.

A thorough review of the contract records indicates that the contractor was not appreciably delayed in his contract work during August but made significant progress.

The contract was completed on January 13, 1969. I recommend that the contractor's request be denied. Two thousand dollars in liquidated damages for the 10 chargeable days have been assessed. This is a Federal-aid Primary project and Bureau of Public Roads' concurrence is not required.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
JAB/DES:fw sr

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. W. Rulien

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 1, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 310 days to 320 days, within which to complete our Contract No. 1071, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

August 13, 14, 18, 19, 22, 23, 24, 25, 26, and 27, of 1968.

The unseasonable heavy rains on the above dates prevented the orderly progress of the project.

Respectfully submitted,

Mellutt & Sons, Inc.
Contractor

By John B. McMellutt
President

CONSENT OF SURETY

Date February 3, 19 69

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By
Attorney-in-fact (L. W. Naff)

(SEAL)

MANSFIELD & CO
By
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7071 Contractor Hewitt & Sons, Inc.

Highway Sunset

Section North Plains Interchange - Cornelius Pass Rd. Interchange

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~BE GRANTED~~. The reasons for such recommendation are as follows:

The contractor was not appreciably delayed in his contract work during the rain in August of 1968.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Assistant State Highway Engineer

Contract No.	7071
Project designation	F - 186 (23) State-Federal
Date awarded	August 9, 1967
Work started	August 8, 1967
Per cent completed	100% Jan. 13, 1969 Date
No. of Workdays Allowed	310 Calendar
No. of Workdays Used	320 Calendar
No. of Added Workdays Requested	~~20~~ 0

SP*0396-734

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1969

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
North Plains-Cornelius Pass Road Section
Sunset Highway
Contract No. 7071

We have received from McNutt & Sons, Inc., contractor on the subject contract, the attached request for an increase of 10 calendar workdays. The contractor's request is based on unseasonably heavy rains in August of 1968.

We have made a rather thorough review of the contract records and submit for your benefit a copy of a progress chart and three sheets of data taken from the contract records and from climatological data. While it is true that there was an unusually heavy amount of rain during the month of August over what is normal, a review of the project weekly reports indicates that the contractor was not appreciably delayed in his regular contract work. During the 14 days of measureable rain in August, the overall contract work increased by 16 per cent. This is at least partly attributable to the lime treatment of the subgrade which was completed July 25. We cannot recommend a time extension on the basis of weather.

We have also investigated work added to the contract, especially work added at a late date. There were only five work orders added to the contract, other than flagging, which affected the total contract cost. This caused a net increase of $10,936.65, which is only 0.88 per cent of the original contract amount. The final contract amount underran the original by nearly $90,000 or 7-1/2 per cent. Further, the work which was added late in the contract (sign posts and guardrail) was done during the contract time dormant period or an ordered stop work period when no calendar workdays were charged and therefore had no effect on the liquidated damages.

Based on the above analysis, we recommend that the contractor's request for an extension be denied. The contract was completed on January 13, 1969 at which time 320 calendar workdays had been used. This is 10 days in excess of the number allowed and represents $2,000 in liquidated damages.

Since we are recommending that the contractor's request be denied, concurrence by the Bureau of Public Roads is not required. A rough draft of a letter to the Highway Commission is attached.

JAB/DES:fw
Attachments
cc: V. L. Gallagher

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

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APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1969

F-186(23)
7071

April 11, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed January 13, 1969, on Contract No. 7071. The contract was with McNutt & Sons, Inc., and was for grading, paving, structures and signing on the North Plains Interchange-Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 11, 1969, and that you concur in this procedure at the Commission meeting on April 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
F. D. Morgan
L. H. Young
L. W. Rulien

srb sr

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APR 14 1969
FOR FILE

E-186 (23)

7071

April 11, 1969

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7071 awarded to McNutt & Sons, Inc., for grading, paving, structures, and signing on the North Plains Interchange-Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County was completed on January 13, 1969, and accepted by the Highway Commission on April 11, 1969.

Final payment in the amount of $58,369.46 will be released to the contractor after April 18, 1969. The total contract amount is $1,115,916.99 including $12,198.00 for work performed under force account.

You have been advised previously that two claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

cc: McNutt & Sons, Inc.
P. O. Box 266
Springfield, Oregon 97477

L. W. Rulien
Frank Morgan
C. H. Maison
Attn: John Herr

F-186(23)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NORTH PLAINS INTERCHANGE - CORNELIUS PASS INTERCHANGE		WEEK ENDING: February 8, 1969
		SECTION PREFIX: 34-1042
HIGHWAY: Sunset		COUNTY: Washington
NAME OF JOB: NORTH PLAINS - CORNELIUS PASS	KIND OF WORK: Grading, Paving, Structures and Signing	
CONTRACTOR: McNutt & Sons, Inc.	CONTRACT NUMBER: 7071	FEDERAL AID PROJECT NUMBER: F - 186 (23)
DATE OF CONTRACT: August 9, 1967	DATE WORK STARTED: August 8, 1967	ESTIMATED COMPLETION DATE: January 13, 1969
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 310	WORK DAYS USED / CALENDAR DAYS USED: 320
PROJECT AUTHORIZATION: $1,412,219.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103.2
EXCLUSIVE OF ENGINEERING: $1,311,795.24	ENGINEERING AUTHORIZATION: $100,424.51	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,118,714.76	ENGINEERING COST TO DATE: $131,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85.3
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 14.7 %	PERCENT OF AUTHORIZATION 130.4 %	DATE PROJECT WAS COMPLETED: January 13, 1969

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.45	4.45			4.45
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.45	4.45			4.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	219,000	152,100			46,000
TOTAL QUANTITIES CORRECTED TO DATE	213,123.3	134,157.35			42,266.59
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	213,123.3	134,157.35			42,266.59
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2365A	9710						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain showers			
MONDAY	Cloud y- Showers			
TUESDAY	Rain			
WEDNESDAY	Cloudy- Showers			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

Routing: Morgan, Decker, Bond, Walker, Boehme, Jennsen — Pease, Swan, Glenn, Litchfield

RECEIVED
FEB 11 1969
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Feb. 2 SUNDAY	
3 MONDAY	
4 TUESDAY	
5 WEDNESDAY	
6 THURSDAY	
7 FRIDAY	
8 SATURDAY	

REMARKS

The semi-final estimate was finished this week, and delivered to the Division Office On Thursday, Feb. 6, 1969.

FINAL REPORT

cc: Construction 2
BPR
Bridge
Division
File

SIGNED James W. Cochell LOCATION Beaverton

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Feb. 2 SUNDAY	
3 MONDAY	
4 TUESDAY	
5 WEDNESDAY	
6 THURSDAY	
7 FRIDAY	
8 SATURDAY	

REMARKS

The semi-final estimate was finished this week, and delivered to the Division Office On Thursday, Feb. 6, 1969.

FINAL REPORT

cc: Construction 2
BPR
Bridge
Division
File

SIGNED James W Cochell LOCATION Beaverton
James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
FEB 5 - 1969
HIGHWAY BUILDING

F-186(23)

7071

January 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Contract No. 7071
Prefix 34-1042
FAP F-186(23)

Dear Sir:

All work under Contract No. 7071, North Plains Interchange-Cornelius Pass Rd. Interchange Section of the Sunset Highway in Washington County was completed on January 13, 1969.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan

F. D. Morgan
Construction Engineer

Date January 29, 1969

Bureau of Public Roads
Oregon Division Office Endorsement

Conditions noted on above date:
None

for Bill Brooks
R. E. Simpson
Division Engineer

VG:ss

cc: Forrest Cooper
F. D. Morgan

RECEIVED
FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 20 1969

F-186(23)

10-71

January 17, 1969

Carey and Epstein
Attorneys at Law
10th Floor, Standard Plaza
Portland, Oregon 97204

Attention: Mr. Edwin C. Thomas

Gentlemen:

The Secretary of State's office has forwarded to us your letter of January 15 and attached affidavit concerning the McNutt and Sons, Inc. Contract No. 7071 for work on the North Plains Interchange-Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County.

As requested in the affidavit, we are attaching a certified copy of this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:fkn

CAREY AND EPSTEIN
ATTORNEYS AT LAW
10TH FLOOR, STANDARD PLAZA
PORTLAND, OREGON 97204

224-5355

HENRY A. CAREY, JR.
LESTER EPSTEIN
DEXTER E. MARTIN
EDWIN C. THOMAS

January 15, 1969

Secretary of State
State of Oregon
Salem, Oregon

Re: North Plains Interchange -
Cornelius Pass Road Interchange
(State Highway Contract No. 7071)

Dear Sir:

In accordance with ORS 279.512 and ORS 279.515 please find enclosed duly executed affidavit by Equipment Leasing Co.

Please send to us at your early convenience copy of the contract and bond with regard to the above described public contract.

Thank you very much for your attention to this matter.

Very truly yours,

CAREY AND EPSTEIN

Edwin C. Thomas

ECT:aw
encl.

NOTED
C. W. HEAD

RECEIVED
JAN 17 1969
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT OF PERSON REQUESTING COPY
OF CONTRACT AND BOND

STATE OF OREGON)
) ss.
County of Multnomah)

I, LESTER EPSTEIN, being first duly sworn, depose and say, that I am the Secretary of Equipment Leasing Co., and aver that Equipment Leasing Co. has supplied materials for the prosecution of the work provided for in State Highway Contract No. 7071, otherwise known as the North Plains Interchange-Cornelius Pass Road Interchange Job.

I further aver that Equipment Leasing Co. has not been paid for supplying said materials and has a claim therefor in the amount of $225,280.00.

Lester Epstein

Subscribed and sworn to before me this 15th day of January, 1969.

Edwin C. Thomas
Notary Public for Oregon
My Commission Expires JAN. 12, 1971

RECEIVED
JAN 17 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1969

F-186(23)
7071

January 16, 1969

Carey and Epstein
Attorneys at Law
10th Floor, Standard Plaza
Portland, Oregon 97204

Attention: Mr. Edwin C. Thomas

Gentlemen:

This is to acknowledge receipt of your letter of January 14 addressed to the Secretary of State and attached Notice of Claim of your client, Equipment Leasing Co., stating that McNutt & Sons, Inc., owes them for materials in the amount of $225,280.

The claim states this is in connection with McNutt & Sons, Inc., Contract No. 7071 for grading, paving, structures, and signing on the North Plains Interchange-Cornelius Pass Road Interchange of the Sunset Highway in Washington County.

The United Pacific Insurance Company through Mansfield & Company, 2828 S.W. Corbett Street, Portland, furnished the performance bond on this contract. The Secretary of State's Office has advised us that this claim has been filed in his office on January 15, 1969, and has been assigned File No. 4412.

Please inform this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

cc: United Pacific Insurance Company
Mansfield & Company
McNutt & Sons, Inc.
Commissioners
Hon. Clay Myers

1-16-69
CR

RECEIVED
JAN 15 9 34 AM '69
CLAY MYERS
SECRETARY OF STATE

Claim Filed 4-412

FILED
JAN 15 1969
CLAY MYERS
SECRETARY OF STATE

HENRY A. CAREY, JR.
LESTER EPSTEIN
DEXTER E. MARTIN
EDWIN C. THOMAS

CAREY AND EPSTEIN
ATTORNEYS AT LAW
10TH FLOOR, STANDARD PLAZA
PORTLAND, OREGON 97204

January 14, 1969

Office of the Secretary of State
State of Oregon
Salem, Oregon

Re: North Plains Interchange -
Cornelius Pass Road Interchange Job

Gentlemen:

Please find enclosed Notices of Claim in regard to the above described public contract. Our information indicates that the contract in question is designated as State Highway Contract No. 7071, dated August 9, 1967, between the State of Oregon Highway Department and McNutt and Sons, Inc.

Please cause said Notices of Claim to be filed at your earliest convenience.

Since the six month period provided for in ORS 279.526 is soon to expire, please inform us by return mail or otherwise as to the filing of said notices.

Thank you very much for your attention to this matter.

Very truly yours,

CAREY AND EPSTEIN

Edwin C. Thomas

Edwin C. Thomas

ECT:d
Enclosures

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
JAN 15 9 34 AM '69
CLAY MYERS
SECRETARY OF STATE

FILED
JAN 15 1969
CLAY MYERS
SECRETARY OF STATE
Claim File 4442-

January 14, 1969

Office of the Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Equipment Leasing Co., has a claim for materials furnished by Equipment Leasing Co. in supplying and delivering asphalt concrete as a subcontractor on the North Plains Interchange - Cornelius Pass Road Interchange job in the sum of $225,280.00 against the bond taken from McNutt and Sons, Inc., as principal, and United Pacific Insurance Co., as surety, for the work of grading, paving, structuring and signing on the North Plains Interchange - Cornelius Pass Road Interchange job, being State Highway Contract No. 7071.

EQUIPMENT LEASING CO.

By Lester Epstein
Lester Epstein, Secretary

RECEIVED
JAN 16 1969

F-186(23)
7071

January 16, 1969

Carey and Epstein
Attorneys at Law
10th Floor, Standard Plaza
Portland, Oregon 97204

Attention: Mr. Edwin C. Thomas

Gentlemen:

This is to acknowledge receipt of your letter of January 14 addressed to the Secretary of State and attached claim of your client, Cascade Construction Company, Inc., stating that McNutt & Sons, Inc., owes them for labor and materials in the amount of $22,128.24.

This appears to be in reference to the McNutt & Sons, Inc., Contract No. 7071 for grading, paving, structures, and signing on the North Plains Interchange-Cornelius Pass Road Interchange of the Sunset Highway in Washington County.

The United Pacific Insurance Company through Mansfield & Co., 2828 S.W. Corbett Street, Portland, furnished the performance bond on this contract. The Secretary of State's Office has notified us that this claim was filed in his office on January 15, 1969, and has assigned his File No. 4412.

Please advise this office when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

cc: United Pacific Insurance Company
Mansfield & Company
McNutt & Sons, Inc.
Commissioners
Hon. Clay Myers

1-16-69
CH

RECEIVED
JAN 15 9 34 AM '69
CLAY MYERS
SECRETARY OF STATE

Claim File 4-412
FILED
JAN 15 1969
CLAY MYERS
SECRETARY OF STATE
224-5955

HENRY A. CAREY, JR.
LESTER EPSTEIN
DEXTER E. MARTIN
EDWIN C. THOMAS

CAREY AND EPSTEIN
ATTORNEYS AT LAW
10TH FLOOR, STANDARD PLAZA
PORTLAND, OREGON 97204

January 14, 1969

Office of the Secretary of State
State of Oregon
Salem, Oregon

Re: North Plains Interchange -
Cornelius Pass Road Interchange Job

Gentlemen:

Please find enclosed Notices of Claim in regard to the above described public contract. Our information indicates that the contract in question is designated as State Highway Contract No. 7071, dated August 9, 1967, between the State of Oregon Highway Department and McNutt and Sons, Inc.

Please cause said Notices of Claim to be filed at your earliest convenience.

Since the six month period provided for in ORS 279.526 is soon to expire, please inform us by return mail or otherwise as to the filing of said notices.

Thank you very much for your attention to this matter.

Very truly yours,

CAREY AND EPSTEIN

Edwin C. Thomas

Edwin C. Thomas

ECT:d
Enclosures

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED

RECEIVED
JAN 15 9 34 AM '69
CLAY MYERS
SECRETARY OF STATE

FILED
JAN 15 1969
CLAY MYERS
SECRETARY OF STATE
Claim File #4695

January 14, 1969

Office of the Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Cascade Construction Company, Inc., has a claim for labor and materials furnished by Cascade Construction Company, Inc. in laying and compacting asphalt concrete as a sub-contractor on the North Plains Interchange - Cornelius Pass Road Interchange job in the sum of $22,128.24 against the bond taken from McNutt and Sons, Inc., an Oregon corporation, as principal, and United Pacific Insurance Co., as surety, for the work of grading, paving, structuring and signing on the North Plains Interchange - Cornelius Pass Road Interchange job, being State Highway Contract No. 7071.

CASCADE CONSTRUCTION COMPANY, INC.,

By Henry A Carey
Henry A. Carey, Jr., Secretary

9-23-68

REFERRED TO
Wolfe
BY ASST. STATE HWY. ENGR.

Please release, please

CON MIL 52 9/23/68 915 AM

F D'MORGAN

IT IS ANTICIPATED THAT THE NORTH PLAINS-CORNELIUS PASS SECTION OF SUNSET HIGHWAY PROJECT WILL BE OPENED TO FORXX FOUR-~~3~~/// FOUR-LANE TRAFFIC AT NOON SEPTEMBER 25, 1968. WE WILL CONFIRM THIS DATE SEPTEMBER 24 PM.

D H HALLER JR

NBLZ.

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1968
HIGHWAY ENGINEER

FOR FILING

F-186(28)

7171

RECEIVED
SEP 20 1968
FOR FILING
F-186(23)
7071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

2496

SUBJECT: Project Stage Inspection Report
Use of a Straightedge on A. C. Pavement
North Plains Interchange-Cornelius Pass Interchange
Sunset Highway
Assignment No. 2486-FBK

This report follows a regular project inspection by Willis Grafe. On this inspection he noted that the Inspector did not have a ten-foot straightedge with him and so reported it.

I have discussed this situation with Mr. Grafe and he agreed that this was a minor item. He also stated that the Inspector immediately took steps to get his straightedge and that it was not intended that any written reply to the Bureau should be made, but that they were only bringing this to our attention.

Our specifications on A. C. contain smoothness requirement of no greater deviation from a ten-foot straightedge than 0.02 foot on intermediate lifts and 0.012 on the final.

The use of the straightedge is generally confined to checking out transverse joints at ends of panel runs. This may be done immediately following the joint construction or can be done later. We are generally more concerned with the final finish and the use of the straightedge can enforce corrective action as necessary.

We will keep a check on this item to see that we attain the required smoothness. I am sending a copy of the inspection report to Resident Engineer Cochell and to Division Engineer Rulien.

F. D. Morgan
Construction Engineer

By John H. Walker
John H. Walker
Assistant Construction Engineer

NOTED
F. B. KLABOE

JHW:fw
Enc.

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM FH-33A (REV. 2-68) cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT STAGE INSPECTION REPORT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

gyh

REGION NO.	REPORT NO.	COUNTY	STATE
8	*	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-30-68	Willis R. Grafe, Area Engineer	F-186(23)

IN COMPANY WITH: James W. Cochell, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	92 %	66 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

NORTH PLAINS INTERCHANGE - CORNELIUS PASS INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structures and Signing

*Phase Inspected: ASPHALTIC CONCRETE PRODUCTION, PLACEMENT, QUALITY AND RECORDS

1. CONCLUSIONS:

A. Records, quality and placement are essentially satisfactory.

B. 10-foot straight edge had not yet been acquired for the use of the paving inspector.

C. Project is otherwise adequately staffed and equipped.

D. Use of batch weights for determination of pay quantities as covered under PA #2 is working out satisfactorily and adequate safeguards are maintained to protect the public interest.

2. COMMENTS:

Bituminous base placement has been completed and work at the time of the inspection was on the bottom lift of the Class B asphaltic concrete paving. This work was in its second day and a 10-foot straight edge had not yet been acquired by the street inspectors. This was discussed with project personnel and will be taken care of forthwith. As soon as acquired the inspector will make adequate checks and keep adequate records.

Of particular interest on this project is the use of the new stationary fully automatic batch plant. This is a Barber Green computer controlled plant, and a price agreement has been executed to allow the use of the batch weights for pay quantities. Each truck carries 4 batches and the tickets show the individual weights of each batch from each bin as well as the asphaltic content. Total net weight of the load is thus shown and chance for error reduced.

(more)

This allows supplying of several projects both public and private from the same plant without confusion. Asphalt is paid directly from the ticket weights. All asphalt being used by the contractor's operation is adequately controlled and tested so that no question arises as to the use of a separate tank for State materials. This weight ticket is validated by pay ticket on the road and the weight tickets are checked and summarized in the office. Three or Four checks are made each day across the platform scale still operating and reveals a very small discrepancy between the batches and the total loads. These differences are both plus and minus. Use of this system has saved money and personnel for the Highway Department as well as for the contractor by speeding by the operation and cutting down the need for added trucks. The whole plant is a permanent installation and use by portable plants may yet be somewhere in the future.

Notes for this inspection are on file in the Division office.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
SEP 12 1968
CONSTRUCTION
DIVISION
RECEIVED
SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1968

F-186(23)
7071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 25, 1968
Salem, Oregon

To: MEMO TO THE FILES

SUBJECT: Soil Stabilization by Lime Treatment
N. Plains-Cornelius Pass Section
Contract No. 7071

Lime treatment of soil on the subject contract was started June 24, 1968. This work was being done by the Universal Transport System of Mountain View, California under a subcontract from McNutt & Sons, Inc., prime contractor.

Although this work was viewed on the first day of operation it was progressing smoothly. The equipment was apparently in good condition and well suited for the work and the personnel efficient and capable.

Several photos were made and are attached.

NOTED
F.B. KLABOE

The roadway, of course, had been previously brought to proper grade and section. The first operation in the lime treatment work was to scarify the existing soil surface. This was done with a cat blade. Following this the lime placement trench was loaded with lime (picture No. 1) then the lime spread in an approximate 6-7 foot width and to full depth for an 8 ft. mixed strip. The lime volume was specified to be 5% by weight and the depth of treatment was 6 inches. Picture No. 2 shows this lime spreading operation.

Following the spreading operation the mixing was started. This was done by use of Buffalo-Springfield Koehring mixer as shown in pictures 3-4-5 &6. As depicted in picture 4, the mixing machine employed the addition of water during the mixing operation. The water was supplied by a tank truck as shown. Picture 5 shows the streams of water from the 2 tubes being added at the top of the mixer.

Picture No. 6 shows the product after mixing. Some water adjustment was made shortly after this picture was taken to correct a slight deficiency of water on the right portion of the mixed panel.

Following the mixing the material is allowed to set for a period of approximately 12-24 hours prior to compaction so that the lime can have a little time to go into solution and mix properly into the soil prior to final compaction.

RECEIVED
JUN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

John H. Walker
Asst. Construction Engineer

JHW:ss

cc: F. B. Klaboe

Form E-208--6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent ... project G1r-P... ... funds are ... Date 1968 ... Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name North Plains Interch.-Cornelius Pass Rd. Interch. **Date** May 23, 19 68

Highway Sunset **Contract No.** 7071

County Washington **Prefix** 34-1042

Contractor McNutt & Sons, Inc. **F. A. Project No.** F-186(23)

Address P. O. Box 266, Springfield, Oregon 97477 **Order No.** 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install warning signs throughout the project as necessary for the safety and protection of the traveling public. The signing will conform to cases "D" and "E" of T.E.D. Dwg. No. S-9. This signing was not provided for in the original authorization. At the completion of the project, the signs will become the property of the State. This order will cover the cost of removing the signs also.

Location by station numbers:

"Le" 2578+00 to "Le" 2817+30

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$ 6,600.00
Labor	2,000.00
Equipment	1,600.00
Total	$10,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No allowances were made for this work under the Original Authorization. Standard Specifications shall apply for all materials and work performed under this order. Maximum equipment rental rates allowable as per A.G.C.-State agreement. Percentage allowed contractor is in accordance with the executed contract for this project. No work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,412,219.75
Present estimate of project cost, including $10,200.00 for work under this order	$ 1,412,219.75
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ James W. Cochell — Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ D. H. Haller — Division Engineer

Approved: /s/ L. H. Young 6-24-68 — Director

RECEIVED
SEP 11 1967
FOR FILING

F-186(23)

7071

September 8, 1967

Mr. Richard L. Rice
Route 3, Box 245
Hillsboro, Oregon

Dear Mr. Rice:

Since your meeting with me in my office, I have made a thorough investigation of the feasability of constructing a frontage road westerly of your property to the proposed Jackson Road Interchange area. As I explained to you, the construction of frontage roads on Federal Aid projects like this must be justified on the basis of economics. The construction of the road is estimated to cost about $90,000, including right of way. To offset this considerable expenditure, there is little, if any, savings to the people of Oregon who provide the funds for the construction of the State Highway system. I am sorry to have to inform you that I cannot recommend the construction of the frontage road as suggested by you.

We are also investigating the drainage problems involved in the same area. After our investigation on these matters, we will take whatever action is indicated by them. Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:kr

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. W. Rulien

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1967

SUBJECT: N. Plains Interchange-Cornelius Pass Road Interchange Section
Sunset Highway
Frontage Road Extension

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Mr. Barbee had requested an investigation for extension of the northerly frontage road to the future Jackson Road Interchange.

Figures were prepared in rough form indicating a cost, including right of way, of $87,000.

In requesting damage information from the field, it was learned that the Division had previously found that no justification for the extension existed. Mr. Rulien's July 3, 1967, letter is attached.

F. D. Morgan,
Construction Engineer

By
J. E. Morelock,
Chief Locating Engineer

JEM:nn
Encs.

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

N. Plains — Cornelius

OREGON STATE HIGHWAY DEPARTMENT

Extension of Frontage Road

CONSTRUCTION DIVISION - RECONNAISSANCE ESTIMATE

4455' — 0.94 mile

Using bid Prices For Contract 7071

	ITEM		UNIT	NET	ALLOW.	GROSS	PRICE	AMOUNT
Clearing and Grubbing			All					1,000
Drainage			Mile	22	2	24	3.00	76
Gen. Exc., incl. Haul			Cu.Yd.	20,000	5,000	25,000	0.48	12,000
Finishing Roadbed & Slopes			Mile					
Lime			Ton	230	22	260	30.00	7,800
Lime Treated Subgrade			Sq. Yd.	19,800	2000	21,800	.27	5886
Bottom Crse. Base			Ton	6420	580	7,000	2.54	17,780
Leveling Course			Ton	2152	248	2400	2.84	6,816
Sprinkling			M-Gal.	125	15	140	2.50	350
Preparation of Base			Mile					
Aggregate in Binder			Cu.Yd.	90	10	100	6.00	600
Emulsified Asphalt			Ton	14	1	15	44.50	668
Class "B" Asph. Conc.			Ton	1350	150	1500	4.72	7,080
Asp in Mix			Ton	74	6	80	29.00	2,320
Metal Guard Rail			Lin.Ft.					
Metal Guide Posts			Each					
18" Culv.			Lin ft	48	4	52	4.50	234
	7x7 Box Culv		76'					
Conc			C.Y	45	5	50	98.00	4,900
Steel			#	7000	700	7700	.16	1,232
Tr. Exc			C.Y	21	2	23	3.00	69
								68,811
						+ 12½%		8,589
							#	77,400
					R/W			9,600
							$	87,000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

July 3, 1967

SUBJECT:

Right of Way Matters
Sunset Highway
N. Plains-Cornelius Pass Road

Memo to the File

On Thursday, June 29, four people bearded me in my den so to speak relative to right of way matters on the subject project. They were Mrs. Zurcher, Mr. Rice, Mr. Grossen and the other one I don't recall. However, they are all owners of property in the Jackson Road-Groveland Road area of the Sunset Highway. Their purpose in coming was to plead for the construction of a frontage road on the northerly side of the Sunset Highway which would take off from Jackson Road at approximately Sta. 2640 and extend easterly to tie into a proposed frontage road which will commence at approximately Sta. 2687. I indicated to the people that we usually went to some length during our location work to work up frontage road justifications and that I was sure that in this particular area the cost of the road, no doubt, was considerably in excess of any benefits which could be shown, but that I would have the matter reviewed and would advise them at an early date whether or not a change in frontage would be likely at this location. I asked who I could advise so that they would all get the message. They indicated that a Mr. G. Russell Morgan, a semi-retired attorney, was advising them on these matters, and that if I would let him know he would then in turn get the word to them.

A check of this frontage road indicates a probable construction cost, exclusive of needed additional right of way, of $67,000. Against this figure we have apparently no reduced damages for a balance, and consequently the frontage road cannot be justified on this basis. I called Mr. G. Russell Morgan this date, advised him that we had reviewed the frontage road and that the cost was such that its construction could not be supported and I told him that I would appreciate it if he would get this word to these people. He assured me that he would do so.

L. W. Rulien
Division Engineer

LWR:fb
cc F. D. Morgan
John Scott

R/W

Additional 55' of R/W for 9950'

6.25 acres × $1,500 A. = $9,375

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-44		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5 7671	*(PPM 21-7)* 6-24-67	Washington
		PROJECT NO. F-186(23)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Plains Interchange-Cornelius Pass Rd. Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	4.532
OTHER *(Specify)*		

FUNDS Pro Rata 68.50

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,324,396	$ 840,975.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 24, 1967

Oregon State Highway Department

Federal-Aid
Project No. F-186(23)

N. PLAINS INTERCHANGE-CORNELIUS PASS RD. INTERCHANGE SECTION

OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

Project Agreement Estimate.

Salem, Oregon, August 17, 1967

Type Code 6201
Roadway (Sta. 2578+00 to Sta. 2817+39)(Contract No. 7071)

Clearing and Grubbing	All Required			$ 37,000.00
Ditch Excavation, Unclassified	1,900	cu.yd.	$ 2.00	3,800.00
General Excavation, Unclassified	219,000	cu.yd.	0.48	105,120.00
Overhaul	30,300	C-yd.sta.	0.35	10,605.00
Embankment in Place	39,800	cu.yd.	0.75	29,850.00
Finishing Roadbed and Slopes	All Required			10,000.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	920	cu.yd.	3.00	2,760.00
Special Backfill in Drains	96	cu.yd.	7.00	672.00
Watering	900	M-gal.	2.50	2,250.00
Lime Treated Subgrade	216,000	sq.yd.	0.27	58,320.00
Lime for Treated Subgrade	2,500	ton	30.00	75,000.00
3/4" - 0 Material in Base	12,600	ton	2.84	35,784.00
Plant-Mix Stone Base	139,500	ton	2.54	354,330.00
Bituminous Base Mixture	14,000	ton	4.64	64,960.00
Asphalt in Bituminous Base Mixture	630	ton	29.00	18,270.00
3/4" - 0 Aggregate in Prime Coat	860	cu.yd.	6.00	5,160.00
RC-250 Asphalt in Prime Coat	130	ton	44.50	5,785.00
Asphalt in Tack Coat	1	ton	55.00	55.00
Class "B" Asphalt Concrete Mixture	32,000	ton	4.72	151,040.00
Asphalt Cement in Mixture	1,760	ton	29.00	51,040.00
12-inch Reinforced Concrete Bridge End Panels	180	sq.yd.	21.00	3,780.00
Class "A" Concrete in Box Culverts	100	cu.yd.	98.00	9,800.00
Reinforcement in Box Culverts	17,000	lb.	0.16	2,720.00
Concrete Riprap in Bags	22	cu.yd.	20.00	440.00
8'7" x 5'11" Structural Plate Pipe Arch 12 Gage	50	lin.ft.	65.00	3,250.00
12-inch Culvert Pipe	270	lin.ft.	3.00	810.00
15-inch Culvert Pipe	280	lin.ft.	3.75	1,050.00
18-inch Culvert Pipe	1,130	lin.ft.	4.50	5,085.00
30-inch Culvert Pipe	90	lin.ft.	9.00	810.00
36-inch Culvert Pipe	110	lin.ft.	12.50	1,375.00
48-inch Culvert Pipe	150	lin.ft.	25.00	3,750.00
84-inch Culvert Pipe	80	lin.ft.	50.00	4,000.00
6-inch Drain Pipe	500	lin.ft.	2.00	1,000.00
8-inch Drain Pipe	500	lin.ft.	2.20	1,100.00
12-inch Paved Culvert End Slope	2	only	25.00	50.00
15-inch Paved Culvert End Slope	1	only	30.00	30.00
18-inch Paved Culvert End Slope	11	only	35.00	385.00

30-inch Paved Culvert End Slope	1 only	$ 50.00	$ 50.00
36-inch Paved Culvert End Slope	1 only	70.00	70.00
48-inch Paved Culvert End Slope	4 only	140.00	560.00
Concrete Manholes	2 only	800.00	1,600.00
Special Concrete Manholes	2 only	600.00	1,200.00
Concrete Inlets, Special Type G-24	13 only	225.00	2,925.00
Corrugated Metal Catch Basin	1 only	60.00	60.00
Extra for A.C. Concrete Approaches	23 only	40.00	920.00
Extra for A.C. Concrete Curbs	890 lin.ft.	1.10	979.00
Guide Posts, W-1	210 only	7.00	1,470.00
Guide Posts, Y-1	50 only	7.00	350.00
Guide Posts, Y-2	65 only	7.50	487.50
Guard Rail	750 lin.ft.	2.50	1,875.00
Rail End Pieces	12 only	10.00	120.00
Guard Rail Blocks	80 only	1.50	120.00
Extra Guard Rail Posts	24 only	14.00	336.00
Terminal Anchor Posts	4 only	110.00	440.00
Type 2 Fence	150 rod	8.00	1,200.00
Furnish Field Laboratory Building	1 only	1,000.00	1,000.00
Roadside Seeding	40 acre	100.00	4,000.00
Roadside Mulching	40 acre	173.00	6,920.00
Grass Seed Mixture	1,200 lb.	1.00	1,200.00
Inorganic Fertilizer, 10-16-8	160 cwt.	8.00	1,280.00
SIGNING			
Sign Support Footings	All Required		2,275.00
Breakaway Sign Posts	All Required		6,270.00
Painted Wood Sign Posts	All Required		1,350.00
Type "A" Signs in Place	929 sq.ft.	6.55	6,084.95
Type "C" and "D" Signs in Place	718 sq.ft.	3.25	2,333.50
Type "E" Signs in Place	95 sq.ft.	3.50	332.50
Type "P" Signs in Place	6 sq.ft.	5.00	30.00
SIGNALS			
Flashing Beacon Installation, Complete	All Required		7,500.00
			$1,118,214.45
Flagging (57½% of Contractor's Cost)	All Required		10,000.00
			$1,128,214.45
	10% Engr. & Cont.*		111,820.55
			$1,240,035.00

* Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Retained in Progress Status

Slide Correction	All Required		$ 50,000.00
	10% Engr. & Cont.		5,000.00
			$ 55,000.00

Type Code X080
McKay Creek Bridge (Str. No. 2365A)(Sta. 2592+50.35 to Sta. 2593+75.65)
(Contract No. 7071)

Shoring, Cribbing, etc.	All Req. (50%)		$ 4,250.00
Structural Excavation	60 cu.yd.	$ 10.00	600.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Furnish 16-inch Prestressed Piling	1,848 lin.ft.	6.00	11,088.00
Drive Prestressed Piles	28 only	140.00	3,920.00
Class "A" Concrete (41 cu.yds.)	All Req. (69%)		3,450.00
4' x 40'/45' Prestressed Slabs	33 only	870.00	28,710.00
Reinforcement (5,400 lbs.)	All Req. (66%)		858.00
Three Tube Steel Railing	250 lin.ft.	20.00	5,000.00
			$ 57,926.00

Type Code X021
Vogas Road Bridge (Str. No. 9710)(Sta. PR 2750+94 to PR 2751+14.25)
(Contract No. 7071)

Remove Old Bridge and Provide for Traffic	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Req. (50%)		4,250.00
Structural Excavation	60 cu.yd.	$ 10.00	600.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Furnish 16-inch Prestressed Piling	384 lin.ft.	6.00	2,304.00
Drive Prestressed Piles	8 only	140.00	1,120.00
Class "A" Concrete (18 cu.yds.)	All Req. (31%)		1,550.00
20'/25' Precast Channel Beams	3 only	650.00	1,950.00
Placing Salvaged Precast Channel Beams	All Required		700.00
Reinforcement (2,800 lbs.)	All Req. (34%)		442.00
Three Tube Steel Railing	40 lin.ft.	20.00	800.00
			$ 18,766.00

Subtotal	$ 76,692.00
10% Engr. & Cont.	7,669.00
Total	$ 84,361.00

Length of Roadway - - - - 4.508 Miles
Length of 1 Structure - - 0.024 Mile
Total Length of Project - 4.532 Miles

Cost of Roadway Per Mile $275,074.31

SUMMARY OF FUNDS

	Total Cost	Fed. Funds	State Funds
Roadway	$1,240,035.00	$787,420.00	$452,615.00
Structures	84,361.00	53,555.00	30,806.00
	$1,324,396.00	$840,975.00	$483,421.00
Retained in Program Status	55,000.00	34,925.00	20,075.00
Total	$1,379,396.00	$875,900.00	$503,496.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

E. PLAINS INTERCHANGE-CORNELIUS PASS RD. INTERCHANGE SECTION

PROJECT NO. F-136(23)

State Work

Work by Portland General Electric	All Required	$250.00
Relocate Mailboxes	All Required	150.00
		$500.00

Oregon State Highway Department

Federal-Aid
Project No. F-186(23)

N. PLAINS INTERCHANGE-CORNELIUS PASS RD. INTERCH. SECTION

OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

P.S. & E. Estimate.

Salem, Oregon, June 28, 1967

Type Code 6201
Roadway (Sta. 2578+00 to Sta. 2817+30)

Clearing and Grubbing	All Required			$ 13,000.00
Ditch Excavation, Unclass.	1,900	cu.yd.	$ 2.50	4,750.00
General Excavation, Unclass.	219,000	cu.yd.	0.50	109,500.00
Overhaul	30,300	C-yd.sta.	0.40	12,120.00
Embankment in Place	39,800	cu.yd.	1.00	39,800.00
Finishing Roadbed & Slopes	All Required			6,500.00
Rounding Cutbanks	8,200	lin.ft.	0.20	1,640.00
Trench Excavation	920	cu.yd.	3.00	2,760.00
Special Backfill in Drains	96	cu.yd.	7.50	720.00
Watering	900	M-gal.	3.00	2,700.00
Lime Treated Subgrade	216,000	sq.yd.	0.40	86,400.00
Lime for Treated Subgrade	2,500	ton	30.00	75,000.00
3/4" - 0 Material in Base	12,600	ton	3.00	37,800.00
Plant-Mix Stone Base	139,500	ton	3.00	418,500.00
Bituminous Base Mixture	14,000	ton	4.60	64,400.00
Asphalt in Bituminous Base Mixture	630	ton	28.00	17,640.00
3/4" - 0 Aggregate in Prime Coat	860	cu.yd.	5.50	4,730.00
RC-250 Asphalt in Prime Coat	130	ton	50.00	6,500.00
Asphalt in Tack Coat	1	ton	80.00	80.00
Class "B" Asphalt Concrete Mixture	32,000	ton	4.70	150,400.00
Asphalt Cement in Mixture	1,760	ton	28.00	49,280.00
12-inch Reinforced Concrete Bridge End Panels	180	sq.yd.	12.00	2,160.00
Class "A" Concrete in Box Culverts	100	cu.yd.	65.00	6,500.00
Reinforcement in Box Culverts	17,000	lb.	0.16	2,720.00
Concrete Riprap in Bags	22	cu.yd.	50.00	1,100.00
8'-7" x 5'-11" Structural Plate Pipe Arch, 12 Gage	50	lin.ft.	50.00	2,500.00
12-inch Culvert Pipe	270	lin.ft.	3.00	810.00
15-inch Culvert Pipe	280	lin.ft.	4.00	1,120.00
18-inch Culvert Pipe	1,130	lin.ft.	5.00	5,650.00
30-inch Culvert Pipe	90	lin.ft.	8.50	765.00
36-inch Culvert Pipe	110	lin.ft.	11.50	1,265.00
48-inch Culvert Pipe	150	lin.ft.	18.00	2,700.00
84-inch Culvert Pipe	80	lin.ft.	45.00	3,600.00

6-inch Drain Pipe	500 lin.ft.	$ 2.25	$ 1,125.00
8-inch Drain Pipe	500 lin.ft.	2.75	1,375.00
12-inch Paved Culvert End Slope	2 only	30.00	60.00
15-inch Paved Culvert End Slope	1 only	35.00	35.00
18-inch Paved Culvert End Slope	11 only	50.00	550.00
30-inch Paved Culvert End Slope	1 only	75.00	75.00
36-inch Paved Culvert End Slope	1 only	100.00	100.00
48-inch Paved Culvert End Slope	4 only	125.00	500.00
Concrete Manholes	2 only	600.00	1,200.00
Special Concrete Manholes	2 only	700.00	1,400.00
Concrete Inlets, Special Type "G-2M"	13 only	225.00	2,925.00
Corrugated Metal Catch Basin	1 only	100.00	100.00
Extra for A.C. Concrete Approaches	23 only	35.00	805.00
Extra for A.C. Concrete Curbs	890 lin.ft.	1.00	890.00
Guide Posts, W-1	210 only	8.00	1,680.00
Guide Posts, Y-1	50 only	8.50	425.00
Guide Posts, Y-2	65 only	9.00	585.00
Guard Rail	750 lin.ft.	3.50	2,625.00
Rail End Pieces	12 only	5.00	60.00
Guard Rail Blocks	80 only	2.00	160.00
Extra Guard Rail Posts	24 only	12.00	288.00
Terminal Anchor Posts	4 only	100.00	400.00
Type 2 Fence	150 rod	9.00	1,350.00
Furnish Field Laboratory Building	1 only	500.00	500.00
Roadside Seeding	40 acre	100.00	4,000.00
Roadside Mulching	40 acre	150.00	6,000.00
Grass Seed Mixture	1,200 lb.	1.00	1,200.00
Inorganic Fertilizer, 10-16-8	160 cwt.	6.00	960.00
Signing			
Sign Support Footings	All Required		3,500.00
Breakaway Sign Posts	All Required		6,300.00
Painted Wood Sign Posts	All Required		2,200.00
Type "A" Signs in Place	929 sq.ft.	7.50	6,967.50
Type "C" & "D" Signs in Place	718 sq.ft.	4.50	3,231.00
Type "E" Signs in Place	95 sq.ft.	4.75	451.25
Type "P" Signs in Place	6 sq.ft.	7.00	42.00
Signals			
Flashing Beacon Installation, Complete	All Required		5,300.00
			$1,194,474.75
Flagging (57½% of Contractor's Cost)	All Required		10,000.00
			$1,204,474.75
	10% Engr. & Cont. *		119,947.25
			$1,324,422.00

*Reduced in accordance with Para. 5 (Project Field Offices) of PPM 30-6.

Retained in Program Status

Slide Correction	All Required			$ 50,000.00
	10% Engr. & Cont.			5,000.00
				$ 55,000.00

Type Code X080
McKay Creek Bridge (Str. No. 2365A)(Sta. 2592+50.35 to Sta. 2593+75.65)

Shoring, Cribbing, etc.	All Required (50%)			$ 500.00
Structural Excavation	60 cu.yd.	$ 6.00		360.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00		50.00
Furnish 16-inch Prestressed Piling	1,848 lin.ft.	6.50		12,012.00
Drive Prestressed Piles	28 only	100.00		2,800.00
Class "A" Concrete (41 cu.yd. @ $100.00 C.Y.)	All Required (69%)			4,071.00
4' x 40'/45' Prestressed Slabs	33 only	1,100.00		36,300.00
Reinforcement (5,400 lbs. @ $0.20 lb.)	All Required (66%)			1,082.40
Three Tube Steel Railing	250 lin.ft.	18.00		4,500.00
				$ 61,675.40

Type Code X021
Voges Road Bridge (Str. No. 9710)(Sta. FR 2750+94 to FR 2751+14.25)

Remove Old Bridge & Provide for Traffic	All Required			$ 2,000.00
Shoring, Cribbing, etc.	All Required (50%)			500.00
Structural Excavation	60 cu.yd.	$ 6.00		360.00
Structural Excavation Below Elevation Shown	5 cu.yd.	10.00		50.00
Furnish 16-inch Prestressed Piling	384 lin.ft.	6.50		2,496.00
Drive Prestressed Piles	8 only	100.00		800.00
Class "A" Concrete (18 cu.yd. @ $100.00 C.Y.)	All Required (31%)			1,829.00
20'/25' Precast Channel Beams	3 only	600.00		1,800.00
Placing Salvaged Precast Channel Beams	All Required			2,000.00
Reinforcement (2,800 lbs. @ $0.20 lb.)	All Required (34%)			557.60
Three Tube Steel Railing	40 lin.ft.	18.00		720.00
				$ 13,112.60

Subtotal	$ 74,788.00
10% Engr. & Cont.	7,478.00
Total	$ 82,266.00

Length of Roadway - - - - 4.508 Miles
Length of 1 Structure - - 0.024 Mile
Total Length of Project - 4.532 Miles

Cost of Roadway Per Mile- $293,793.70

SUMMARY OF FUNDS

	Total Cost	Fed. Funds	State Funds
Roadway	$1,324,422.00	$841,100.00	$483,322.00
Structures	82,266.00	52,200.00	30,066.00
	$1,406,688.00	$893,300.00	$513,388.00
Retained in Program Status	55,000.00	34,900.00	20,100.00
Total	$1,461,688.00	$928,200.00	$533,488.00

N. PLAINS INTERCH.-CORNELIUS PASS INTERCH.

F-186(23)

State Work

Work by Portland General Electric	All Required	$250.00
Relocate Mailboxes	All Required	150.00
		$500.00

N. PLAINS INTERCHANGE-CORNELIUS PASS ROAD INTERCHANGE

Precast & Prestressed Beam Quantities

4' x 40'/45' Prestressed Slabs

Overhead			$ 100.00
Class AA Conc.	7 cu.yd.	$80.00	560.00
Reinforcement	486 lb.	0.14	68.00
Prestress Wire	572 lb.	0.60	343.20
			$1,071.20
		USE	$1,100.00

20'/25' Precast Channel Beams

Overhead			$ 250.00
Class A Conc.	2.7 cu.yd.	$80.00	216.00
Reinforcement	930 lb.	0.14	130.20
			$ 596.20
		USE	$ 600.00

RECEIVED
AUG 17 1967

UNITED STATES GOVERNMENT

Memorandum

F-186(23)
7071

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project F-186(23)
North Plains Interchange - Cornelius Pass Interchange Section
Grading, Paving, Structures, and Signing

As requested in Mr. Young's letter of August 10, 1967 advising that all rights of way or rights of entry have been acquired for the above project, as well as certifying that right of way clearance and utility work have been properly coordinated, we hereby concur as of August 9, 1967 in the award of Contract No. 7071 to McNutt & Sons, Inc., of Springfield, low bidder in the amount of $1,194,906.45 at the July 27, 1967 bid opening.

NOTE:
F. B. KLAUER

8-17-67
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 1 7 1967

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 19 1967
FOR FILING

F-186(23)
7071

Bid July 27

August 9, 1967

McNutt & Sons, Inc.
P. O. Box 266
Springfield, Oregon 97477

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for grading, paving, structures, and signing on the N. Plains Interchange-Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County for the sum of $1,194,906.45 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7071. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
James Cochell
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 9 1967

[redacted]
F-186(23)
Fred W. Hill, Hunter 7671
Helix

August 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

N. Plains Intchge.-Cornelius
Pass Rd. Intchge. Section
Project No. F-186(23)

Dear Sir:

We will issue a construction change order to affix the guard rail at bridge ends (Bridge No. 2365A, existing structure) to conform with present safety standards on the above mentioned project as requested in your P. S. & E. approval letter.

Standard drawing 309A is in the process of being revised to conform with present safety standards. If completed in time, it will be used for the design control of this change order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:alh

cc: F. D. Morgan
I. D. Merchant
F. L. Hall
R. N. Chase

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AUG 23 1967
FOR FILING
E-186(23)
7071

Agenda
4s

August 2, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3328

Board of County Commissioners
Washington County Court
Hillsboro, Oregon 97123

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway agreement covering the North Plains Interchange-Cornelius Pass Road Section of the Sunset Highway in Washington County.

A fully executed copy of this agreement has been sent to the City of North Plains, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

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JUL 14 1967

SP°23811.734

E-186(23)
7071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1967

SUBJECT: N. Plains-Cornelius Pass Rd.
Sunset Highway
Washington County

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland, Oregon 97202

Reference is made to your letter of June 23, 1967, regarding the proposed overlay of the existing pavement on the above project.

The overlay will not be included in the current proposed contract; however, you are requested to take appropriate action for a project for a future program. The project should cover the eastbound lane on the North Plains-Cornelius Pass Road Interchange Section and the next section east of Cornelius Pass Road Interchange as far as needs would indicate.

F. D. Morgan,
Construction Engineer

By
George C. Wills,
Asst. Chief Locating Engineer

GCW:mn
cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
JUL 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-186(23)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7071

DATE: July 5, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-186(23)
North Plains Interchange - Cornelius Pass Road
Grading, Paving Structures and Signs

P.S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with relocation advisory assitance provided as indicated in Mr. Moehring's June 22, 1967 report except for 32 outstanding files. We understand that these files are being negotiated but if not successful, condemnation suits will be filed and these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

Mr. Litchfield's June 28, 1967 Utility Status Report indicates that both reimbursable and nonreimbursable utility adjustments are involved but the reimbursable work will be on a nonparticipating basis. We understand that you will certify that necessary arrangements have been made for proper coordination of such work. In accordance with the provisions of subparagraph 15d of PPM 30-4 you should furnish this office with the serial numbers for permits issued to the following utilities in your request for concurrence in award:

Portland General Electric Company
West Coast Telephone Company
Pacific Northwest Bell Telephone Company

Our conditional approval of the plans is with the understanding that consideration will be given to the following comments:

1. Use of a prime coat under the bituminous base in an area where no traffic will disturb it is questioned.

NOTED
F. B. [illegible]

(more)

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR 7-13-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. Use of standard drawing No. 2094 dated November 1, 1966 cannot be approved under the present safety standards and should be modified to provide for bridge end anchors and reduced post spacing, which would in turn eliminate the item for extra guard posts. Concurrence in award will be withheld pending inclusion of a properly modified drawing as part of the plans.

The April 12, 1967 preliminary draft of your Throughway Agreement with the City of North Plains and County of Washington has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. Copies should be furnished for our approval and files after the agreement is executed prior to our concurrence in award.

You are authorized to proceed with contractor's flagging included in your estimate for $10,000.00.

The pavement type selection of the project is accepted on the basis of documentation contained in your February 2, 1967 "Project Base Design" sheet.

The use of Article 102-1.3, Embankment Measure, is approved for use on this project.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 2 - Bases	March 1967
Section 204 - Plant-mix stone base	March 1967
Section 208 - Plant-mix bituminous base	March 1967
Division II - Part 3 - Surfacing & Pavements	March 1967
Division II - Part 4 - Structures	March 1967
Division II - Part 5 - Signing	March 1967
Section 520-A - Painted Wood Sign Posts	March 1967
Division II - Part 7 - Incidentals	March 1967

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

(more)

Mr. Young's July 3, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
Title Sheet

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JUN 26 1967
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F-186(23)

7071

J. B. Kiaise

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 22, 1967

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Right of Way Status
FA (10) Project
July 27 Bid Opening

On the following FA project all right of way or right of entry has been acquired except for the following files:

N. Plains Interchange-Cornelius Pass Road Interchange Section, Sunset Highway, Washington County:
Grade, Pave, Str. and Signs

File Nos. 41195-Sandstrom
41196-Goldsmith & Grunbaum
41201-Zurcher
41202-Jossi
41203-Kauer
41337-Rice
41338-Leppin
41339-Grossen
41440-Eichler
41441-Leppin
41442-Berger
41443-Berger
41444-Wiederhold
41445-Curtis
41347-Sohler
41348-Rafferty
41349-Sweet
41350-Smith
41351-Vrlicak
41352-Davis
41353-Coffenberry
41354-Pope
41355-Olson
41356-Berger
41357-Berger
41358-Baier
41359-Schoen
41190-Thomas
41191-Currin
41192-Koennecke
41442-Goldsmith & Grunbaum
41814-Berger

We are actively negotiating on the above files; however, should negotiation fail, we will have possession and the property will be available for contractor's use prior to our request for Bureau of Public Roads' concurrence in award on these files and files previously acquired.

As stated in W. H. Haskin's letter of June 16, 1967, the contractor should be required to remove the following buildings:

File Nos. 41357-Berger	Shop building
41342-Berger	House

All rights of entry and rights of access have been acquired and relocation advisory assistance has been offered where necessary.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CE
cc: F. B. Klaboe
C. H. Maison
G. E. Rohde
M. R. Mitchell
W. H. Haskin
Frank Lowe
Duane Ridings

RECEIVED
JUN 14 1967

FOR FILING
F-186(23)
7071

June 12, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 24 Commission meeting will be a throughway agreement with the City of North Plains and the Washington County Board of Commissioners pertaining to the North Plains Interchange-Cornelius Pass Road Section of Sunset Highway (US26).

The agreement provides for construction and maintenance thereafter of the project, by the State, within the access control limits of the project. It also provides for reconstruction of existing road connections, future interchanges, road closures, utility relocations, et cetera.

Further provisions are made for the reconstructed roads or frontage roads lying adjacent to and outside the access control area of the throughway to pass to the County or the City for maintenance, jurisdiction, and control, with all the State's right, title, and interest therein passing to the respective governing body upon completion of the project.

The approximate length of the proposed project is 4.0 miles. It is tentatively proposed to receive bids on the project at the July 27 bid letting and the estimated project cost is approximately $1,100,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
F. D. Morgan
H. S. Cox
D. H. Moehring
L. H. Young
L. W. Rulien

DNH:mm jw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-7-67

FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21	US 26 North Plains East 4.45 mi. 55	ADT	PRESENT	5,700	FUTURE (66)	10,800	YEA (70)(71)	8
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25	Gr. Dr. High Type Pave., 2 Brs. 52	NATL. FOREST (63)(68)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS	Primary								COUNTY NAME		W
	NAME OF URBAN AREA 17-31									ROUTE NO.	P	FEDERAL-A 27

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	51	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE		US 26 North Plains East 4.45 mi. (N. Plains Interchange - Cornelius Pass Road Section)			
5					ROW					
5					CONST (CODE)			4.45	1,100,000	693,000
							PROJECT TOTALS	4.45	1,100,000	693,000
									(16)	(23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

7071

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	5,700	10,800 (66)(70)	87 (71)(72)	08	Oregon	35 (2)(3)	012 (4)(9)	470 (14)(18)

SUFV AGCY (68)(69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
					F-	186	(23)		

COUNTY NAME: Washington — CODE: 067 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: P — FEDERAL-AID: 27 (32) — STATE (36)(37) — U.S.: 26 (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2-12' lanes H. T. Pave., 6' L & 10' R shldrs. Frontage road 22'. 1 Br. (EB) HC 40' over McKay Creek and 1 Br. HC 32' on frontage road (length 146'). (To provide with existing facilities ultimate 4 - 12' lanes with 60' median.) ROW - 250' normal; Access Control - full; Parking Restrictions - complete.
4.45	1,100,000	693,000	407,000		
4.45	1,100,000	693,000	407,000		

(16) (23)(24) (33)

REMARKS

Additional data: Items 40, 41, 43 and 44; Projects F-186(8), F-186(9), F-186(12) and F-186(13).

USCOMM DUSCOMM-DC 48905-P61

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MAY 10 1967
FOR FILING

cc:Region
F-186(23)
7071

eg

8 Plan-in-hand Oregon

4-20-67 W. R. Grafe, Area Engr F-186(—)

George Wills, Asst Chief Locating Engr & C. T. Keasey, Asst Div Engr, OSHD

NORTH PLAINS INTERCHANGE - CORNELIUS PASS ROAD INTERCHANGE SECTION
SUNSET HIGHWAY

This project provides for addition of two lanes to provide for EB traffic and a 4-lane facility where now only two lanes exist. Channelizations will be provided at Jackson Road and Helvetia Road both of which will have future interchanges, which have been approved and are on file.

Project begins at the North Plains Interchange in the easterly part of the city of North Plains and extends easterly approximately 4 miles to adjacent project F-186(22) completed two years ago at the westerly end of the Cornelius Pass Road Interchange.

It was noted on the plans that the North Plains Interchange was only to be contoured and landscaped on the north side but it would appear more appropriate to include the entire Interchange, thus reducing the safety hazard and guardrail requirement and improving the general appearance of the area.

NOTED
F. B. KLABOE

City agreement for the City of North Plains has not yet been executed and some discussion may be necessary regarding the frontage road connection to the crossroad.

NOTED
TOM EDWARDS
5-8-67

It was noted that the structures work over McKay Creek at Sta 2593, apparently contemplates reconstruction of the existing bridge. Close inspection of this structure revealed it to be of adequate width to make it satisfactory for present clearance standards, although a concrete rib setting off a pedestrian walkway is now in existence and sits about 5' in from the north side. The structure is of composite construction with a concrete deck and was constructed about 20 years ago. It is not readily apparent why this structure should be replaced at this time since it will render satisfactory service yet for many years and is adequate geometrically.

There is a historical marker at about Sta 26+50 which some day will be removed from the WB lanes as it constitutes a hazard to traffic. There is also an historic site in the Joseph Meek donation land claim, approximately Sta 2765, which was discussed with the Historical Society and may need some preservation although present construction will not threaten it. The construction of the Interchange at Helvetia Road

will in some degree affect it. The project is unfenced almost throughout and property owners have been using unused portions of the right of way for the planting of crops. This has not developed any access control problem and from the appearance and the lack of need of maintenance, it would seem advisable to allow the same situation to stay.

A fence move may be necessary, however, at Sta 2678 where a box culvert doubles as a stock pass. This has not yet been provided for in the plans.

There is a box culvert to be removed at Sta 2695+30 which note indicates that details will be on Sheet 2, when it is actually Sheet 2a and should be so noted.

The structure on Voges Lane, which is a frontage road along the north side opposite Sta 2750, does not have a note indicating its disposition. This is a bathtub structure of permanent materials and some indication should be made of its disposition since the frontage road is being moved in this area.

At the time of the inspections there were no available standard plans for structure plans.

Notes should be made at thethe P.S. & E. to determine if the guardrail is adequately fastened to the ends of the structures.

Also, no plan was available concerning the sight posts to be used on the project, although the project should provide sight posts for the existing WB lanes to assure conformity and to bring it up to the present standard.

Since there is only a parallel facility being constructed here, it is not anticipated that any new utility permits will need to be issued and no utility moves of any consequence are involved here.

The City agreement with the City of North Plains so far as is known will be the only agreement necessary.

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MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967
FOR FILING
F-186(23)
Fred W. Hill, Member
Helix 7071

April 10, 1967

Oregon State Highway Commission

Gentlemen:

The survey has been completed for the proposed four-laning on the North Plains Interchange-Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County. A public hearing on this section was not required. The length of this section is 4.60 miles and a map is attached for your information.

This project received your approval August 25, 1966, and is listed on Program X. The estimated construction cost of this project is $1,100,000 and the estimated right-of-way cost is $150,000, for a total estimated cost of $1,250,000.

I request your approval of the survey and authority to purchase the necessary right-of-way, with construction to take place when funds are available.

This matter will be on the agenda for the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

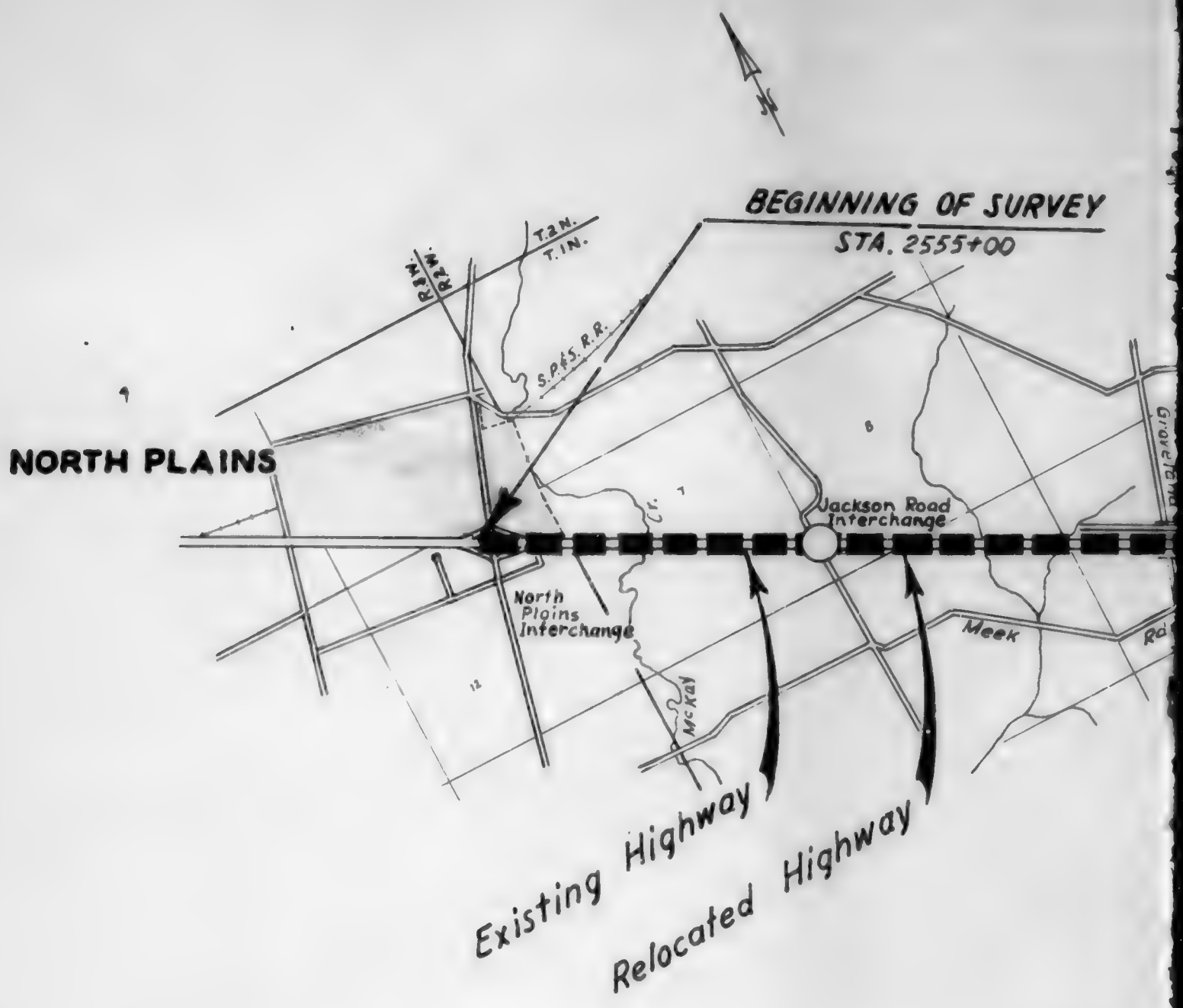
By

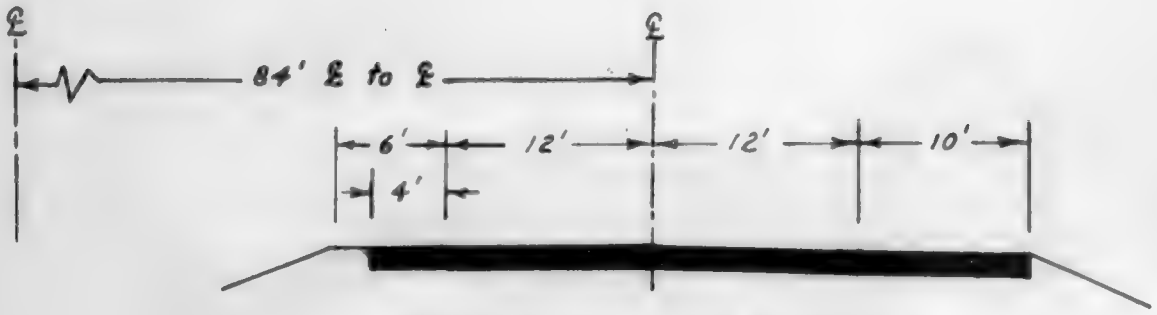
R. L. Porter
Deputy State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
D. H. Moehring

BG:jr jw





TYPICAL HALF SECTION
4-LANE FREEWAY

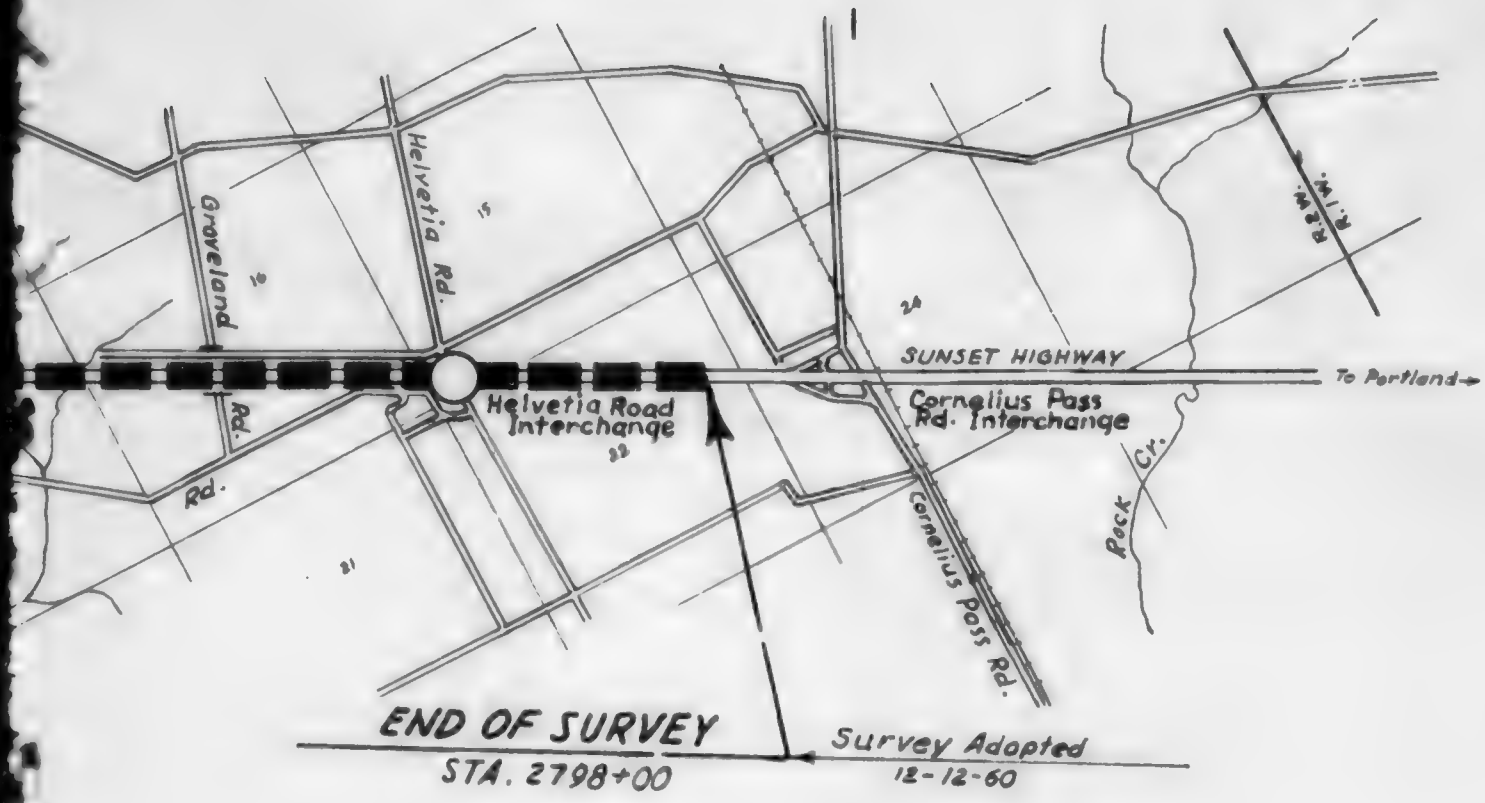
PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE H
BUREAU
THROUGHWAY RE
ACCESS CONTROL

APPROVED:

4.60 Mi.

DRG. NO. 1R-4-282

RVEY



END OF SURVEY
STA. 2798+00

Survey Adopted
12-12-60

PUBLIC HEARING: None Required

SYSTEM ACTION

COUNTY: None Required

STATE HIGHWAY COMMISSION: None Required

BUREAU OF PUBLIC ROADS: None Required

THROUGHWAY RESOLUTION ADOPTED: None Required

ACCESS CONTROL: Complete

APPROVED: APR 6 - 1967, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

NORTH PLAINS INTCHGE.
CORNELIUS PASS RD. INTCHGE. SEC.

SUNSET HIGHWAY

WASHINGTON COUNTY

1R-4-282

SCALE: 1" = 4000'

DATE: March, 1967

FOR DETAILS SEE DRG. NO. 9B - 1 - 20 & 21

RECEIVED
FEB 6 - 1967
FOR FILING

F-186(23)

7071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1967

RECEIVED
F. B. KLABUE

SUBJECT: North Plains-Cornelius Pass Section
Sunset Highway

To: Mr. L.W. Rulien
Division Engineer
State Highway Department
Portland, Oregon

ATTENTION: Mr. C.T. Keasey

Reference is made to your January 27 letter concerning stabilization of subgrade with lime.

Current figures for this section show the following requirements for base design:

2" AC Final
4" AC Immediate
3" PMBB
17" Rock

Should 6 inches of the subgrade be treated with 5% lime, the section would be revised as follows:

2" AC Final
4" AC Immediate
3" PMBB
12" Rock
6" Lime treated subgrade (0.8 to 1 credit)

The 6-inches of lime would replace 5-inches of base rock.

Until the benefit of actual bid figures, we have determined that 75¢ per square yard should be used for estimating the cost of treating a 6-inch depth of subgrade (5% lime @ $27.50 per ton).

With the proposed lime treatment the subgrade would be 19 inches below immediate AC, and with 6:1 rock slopes would have a width of 59 feet approximately, or 34,613 square yards per mile. At 75¢ per square yard, the cost per lime treatment would be $25,959.75.

The Cost Section has advised that $2.50 per ton should be used for estimating cost of base rock. For convenience of comparison, this is reduced to cost per square yard 1" thick as follows:

Per ton cost		Compacted Tons per Cu.Yd.		
2.50	x	1.89	=	$0.13125 per cu. yd. 1" thick
36				or $0.65625 per cu. yd. 5" thick

The lime treatment would take the place of 5 inches of rock. The comparative costs then would be, per mile:

6" Lime - 34,613 sq. yds. @ 0.75 = $25,959.75

5" Base rock - 34,613 sq. yds. @ .65625 = 22,714.78

Per mile in favor of rock ----- $3,244.97

The above does not take into account the lesser amount of excavation from a subgrade width narrowed 5 feet (6:1 rock slopes - 5 inches). The narrowed subgrade would also decrease the length of cross structures. It is possible this would offset the extra cost of lime treatment.

This section and adjacent ones on the Sunset are known to be trouble areas. The silty clay soils are very wet, difficult to dry and compact. Inspection of existing pavements show existing depths from 6 to 16 inches of oiled surface, and base rock contaminated by infiltration of subgrade.

Laboratory tests on the subgrade show real benefits from 5% lime-treatment. P.I.s up to 13 have been corrected to zero. 'R' values have been increased from 5 and 8 to 64 and 74.

From our rather crude experiences this last construction season with the results of lime on wet subgrades in Silverton and Sweet Home, it is believed its use on this section would provide a firm, non-infiltrating base. It will be given consideration.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg
cc: F.B. Klaboe
O.A. White
M.N. Juve
F.W. Yarbrough
J.E. Morelock

RECEIVED
FEB 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section North Plains - Cornelius Pass Rd. Highway Sunset (FAR 27) County Washington Prefix 34-1428

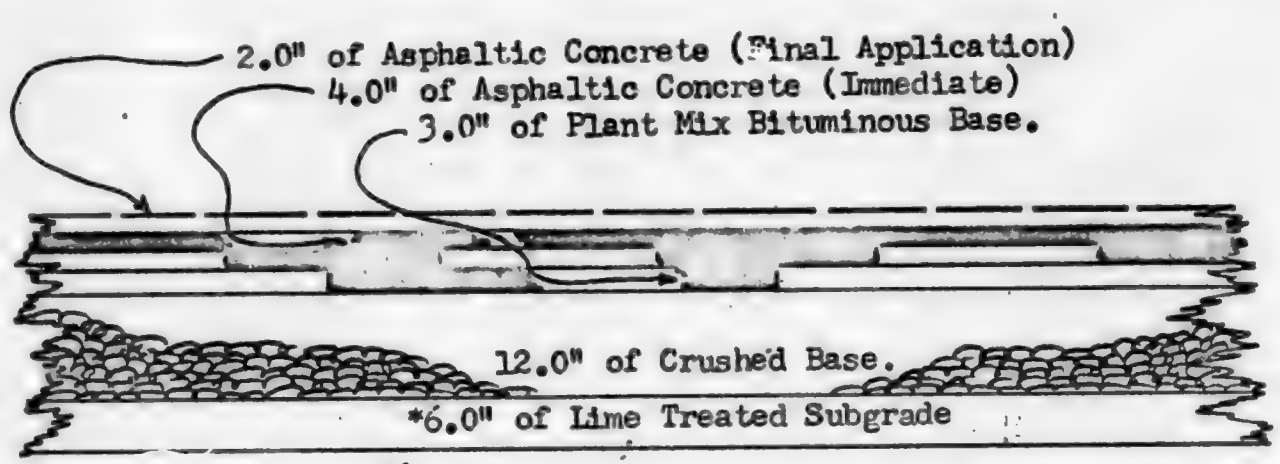
Res. Engr. W. J. Scofield Approx. Length 4.57 Miles. Sta. 2576± to Sta. 2817+31± Date 2-2-67

Truck A.D.T. 774 Traffic Coefficient 10.4 18 kip s.a. per day 542.1.

Annual Precipitation 44"+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil

32	LL
6	PI
100	%P 10
99	%P200
0	%Gravel
0	%C Sand
1	%F Sand
65	%Silt
34	%Clay
7	"R" Value (Average)



CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	8.0	4.0	A.C
	5.5	3.0	PMBB
	12.0	12.0	Cr. Base
	5.0	6.0	L.T.S.
34.5	34.5	27.0	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

See remarks on Page 3.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Geyer for Staff Assistant

Recommended by J. E. Wilson Ass't Engineer of Materials

Recommended by H. L. Decker Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

RECEIVED FEB 3 1967

NOTED F. B. KLABOE

E-18 42-1 7071

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section North Plains - Cornelius Pass Rd. Highway _____ County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____to Sta._____ Date _____

Truck A.D.T. See Page 1 Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)

Typical Soil

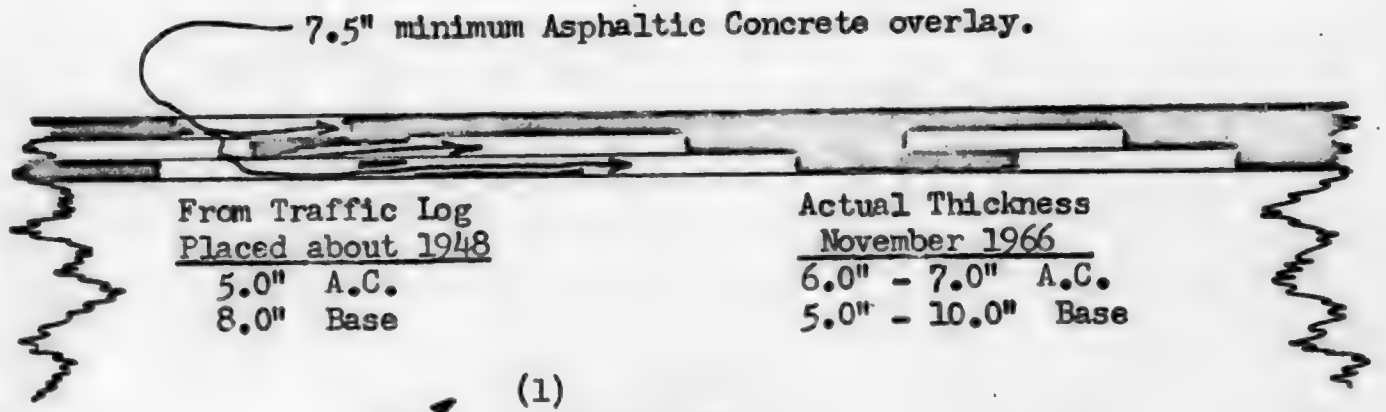
See Page 1

LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

Existing Roadway



From Traffic Log
Placed about 1948
5.0" A.C.
8.0" Base

Actual Thickness
November 1966
6.0" - 7.0" A.C.
5.0" - 10.0" Base

(1)
Silty Clay
or
Clayey Silt

	CBE Total Req.	Credit	Actual Thick.	
		15.0	7.5	A.C. (min.)
	IN PLACE			
		12.0	6.5	A.C. (Average)
		7.0	8.5	Base (Average)
	34.5	34.0	22.5	

North Plains - Cornelius Pass Rd.
Sunset Highway (FAR 27)
Washington County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	*PMBB or Level	Crushed Base	Lime Treated Subgrade	Total CBE Requirement	Actual Thickness
240 - 600	4.0"	3.0"	13.0"	6.0"	31.5"	26.0"
90 - 240	4.0"	3.0"	9.5"	6.0"	28.0"	22.5"
30 - 90	3.5"	2.0"	10.5"	6.0"	24.5"	22.0"
8 - 30	3.0"	2.0"	8.5"	6.0"	21.5"	19.5"
1 - 8	2.0"	2.0"	7.0"	6.0"	18.0"	17.0"
Cars Only	2.0"	4.0" →	Level & Base	6.0"	13.0"	12.0"

Should substitutions be made use the "CBE Total Requirement" column to obtain required thickness and table below for values:

"NEW WORK"

1.0" Asphaltic Concrete	=	2.0" of Crushed Base
1.0" Plant Mix Bituminous Base	=	1.8" of Crushed Base
1.0" Oil Mat	=	1.1" of Crushed Base
1.0" Stone Subbase (Per Standard Specs.) (plus Supplementals.)	=	0.8" of Crushed Base
1.0" Lime Treated Subgrade ("R" Value of 70+)	=	0.8" of Crushed Base

"EXISTING"

1.0" Asphaltic Concrete	=	1.8" of Crushed Base
1.0" Base	=	0.8" of Crushed Base

*A check of subgrade soils indicate that a sand blanket should be used for protection against infiltration of the fine grained material into the base course. Sand is available from the Portland area, but this would entail a long haul. The subgrade soil has been tested, and the results reveal that the subgrade treated with 5% lime would produce the same benefits as a similar thickness of sand.

SECTION: North Plains - Cornelius Pass Road

HIGHWAY: Sunset

COUNTY: Washington

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1965 Present ADT 5300 (Total)

B. 1985 Future ADT 13300 (Total)

C. Mean ADT 9300 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .08 x (C) 9300 = 744

Logging Trucks = 30

Total = 774

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 774 x (H) 100 % = 774

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.6649

= 10.4

SECTION: North Plains - Cornelius Pass Road

HIGHWAY: Sunset

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Part of Design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as the only known source of material that would meet P.C.C. specifications is in the Portland area and would require a long haul.

2-1122 Seavy St. (Corvallis) 1967
Channelization Sec., Pac. Hwy. W.
#7072 (Paving & Signals)

3.360

RECEIVED
SEP 11 1968

2-1[illegible]
1072

September 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 11, 1968, on Contract No. 7072. The contract was with Morse Brothers, Inc., and was for grading, paving and traffic signals on the Seavey Street (Corvallis) Channelization Section of the Pacific Highway West in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 11, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb: lms

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
C. H. Maison
F. D. Morgan
Ivan Merchant
R. D. Asburry
L. H. Young

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SEP 11 1968
FOR FILING

2-1122
7072

September 11, 1968

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7072 awarded to Morse Bros., Inc., for grading, paving and traffic signals on the Heavy Street (Corvallis) Channelization Section of the Pacific Highway West in Benton County was completed on June 11, 1968, and accepted by the Highway Commission on September 11, 1968.

Final payment in the amount of $4,557.43 will be released to the contractor after September 18, 1968. The total contract amount is $52,871.16 including $2,593.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

bc L. H. Young
C. H. Maison
Attn: John Herr

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SEP 26 1968
FOR FILING

2-1122

1 1 2

August 20, 1968

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 7072 on the Seavy Street (Corvallis) Channelization section of the Pacific Highway West in Benton County.

After careful consideration, the Commission extended the calendar days on the first phase of the contract to 54 and on the second phase to 263.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc R. D. Asburry
L. L. MacIntyre
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1968

SUBJECT: Extension of Time
Seavy Street (Corvallis) Section
Pacific Highway West
Contract No. 7072

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Morse Bros., Inc., contractor on the subject project, the attached request for an increase of 60 calendar days. The contractor's request is based on a delay in shipment of a traffic controller.

This contract had a dual completion date. The first phase allowed 50 calendar days for construction of the roadway work. All of the remaining traffic signal work was to be completed within 210 calendar days. Bids for this project were received on July 27, 1967. Because this was a cooperative project requiring concurrence and a deposit from the City, the contract was not awarded until August 24 and the contract forms were mailed to the contractor on August 25, 1967. An extension for 9 calendar days is justified under Article 8-8(c) on both phases of the work because of this 29-day delay in award.

The contractor ordered a traffic controller on September 28, 1967. The supplier indicated that the estimated shipping date would be March 22, 1968. Due to military priorities, the supplier on April 9, 1968 notified the contractor that shipment would be delayed until April 15. The equipment was not shipped until May 16, 1968. This represents a delay of 55 calendar days from what was anticipated earlier.

A stop work order was issued on March 4, 1968 because the City of Corvallis wanted to initiate some changes in the plans to conform to their future development on East Seavy Street. A force account order was prepared to cover these changes and the contractor was issued a resume work order on March 20, 1968. This 16 days is not included in the accrual of contract days, in accordance with the specifications.

This project was plagued by changes and anticipated changes in the signing work. The contractor completed all of the contract work with the exception of the traffic controller unit on April 24. At that time, 215 days had accrued

The entire project was completed on June 11, 1968 at which time 263 calendar days had been charged (exclusive of the stop work period). This is 53 in excess of the number allowed on Phase 2 and represents $1,590 in liquidated damages based on the rate of $30 per day. The first phase work was completed in 54 calendar days (4 more than were allowed). Liquidated damages on these 4 days amount to $200, for a total of $1,790 liquidated damages.

It is our recommendation that the calendar days on the first phase be increased to 54 and to 263 on the second phase. This will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:fw
Enc.
cc L. H. Young

RECEIVED
JUL 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

LFE

AUTOMATIC SIGNAL
A DIVISION OF LABORATORY FOR ELECTRONICS, INC
REGENT STREET • EAST NORWALK, CONNECTICUT 06856

203-838-4791
CABLE ADDRESS
AUTOSIGNAL

June 28, 1968

RECEIVED
DIVISION ENGINEER - Division No. 2
JUL 5 1968
ROUTING
ASBURRY ☐ WiMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

Mr. R. H. Bellinger
Lebanon Sand & Gravel Co. - Morse Bros.
East Grant Street
P. O. Box 766
Lebanon, Oregon

Dear Mr. Bellinger:

May I take this time to apologize for the delay in shipment of our equipment to Madison-Stokes Electric, Purchase Order No. 692, which was approximately one month overdue. The revised shipping schedule was April 15; however, the equipment did not leave our plant until May 16, 1968.

The delay was due to the ever increasing difficulty we are experiencing in obtaining necessary component parts from our vendors. Many of our component parts are of the same high quality as those used in Government defense equipment and, as you know, many vendors must take priority in first meeting these requirements, especially where it involves equipment for the defense effort.

These difficulties, many times completely unexpected, disrupt our production, inspection and testing schedules, causing such unexpected delays as this one.

We are sorry for the delay which you experienced, but we will do all we can to provide better service in the future.

Sincerely,

AUTOMATIC SIGNAL DIVISION
Gene Wendell
GENE WENDELL
SALES ENGINEER

GW/rb

ECONOLITE
3444 Aurora Place North - Seattle, Washington 98103
MElrose 3-2159

April 9, 1968

Madson-Stokes Electric Co.
1230 N.E. Stephens
P. O. Box 280
Roseburg, Oregon 97470

Reference: Your P.O. 692
Oregon State Highway Project
Pacific Hwy. @ Seavy Street
Corvallis, Oregon

Gentlemen:

We have checked with Automatic Signal Division, one of our suppliers on this project, and found there will be a slight delay in the shipment of the controller. They now advise that due to circumstances beyond their control they will be unable to ship the controller until April 15, 1968.

We are very sorry for this delay in shipment, but due to the extended copper strike and accelerated production caused by the defense effort in the Far East, we are experiencing unusual delays in the procurement of electrical hardware and adequate personnel to manufacture traffic signal controllers.

We would like to request that you ask the Oregon State Highway Department for an extension of time on this project to cover this delay. Your consideration in this matter will be greatly appreciated.

Very truly yours,

Lawrence E. Keyser
Regional Manager
rc

APR 11 REC'D

SALES ORDER

ECONOLITE

8000 BELLANCA AVENUE

[redacted]
[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

ITEM	B.O. NO	ITEM	D.O. NO.

CUST. NO. AND/OR REQ. NO	RUSH P.O.S
P.O. 592	P.O. 592

SHIPVIA: Best cheapest way

DATE: 1 27 68

DATE: L. A. SEAT

TITLE AND/OR JOB TITLE

[redacted] - CONTROLLER

ITEM	QTY.	CATALOGUE NO & DESCRIPTION	EST. SHIP DATE	SHIP LOC.	PARTIAL 1 SHIPPED	B.O.	PARTIAL 2 SHIPPED	B.O.	PARTIAL 3 SHIPPED	B.O.	PARTIAL SHIPPED
1	[redacted]	Dual 3-CH. Servo controller for Type S-3 Cabinet w/ specified auxiliary equipment including a Sub-Panel Mtg. unit 7 IR-1 Loop Sensing Amplifiers.	2/22	D							
2	6	[redacted] 1-[redacted]-3003, 1-way, 3-sect. 12" Signal for mast arm mounting. Signal to be painted aluminum on both 2nd Green Sect Green on front.	2/1	6	6	0					
3	2	[redacted] 1-[redacted]-4003 (Ped.) 1-way, 3-sect. 12" Signal for [redacted] mtg. similar to [redacted] except having 12" Symbol green. Paint Signal as Item 2.	"	2	2	0					
4	2	[redacted] 1-[redacted]-4003 (Ped) 1-way, 3-sect. 12" both Face Signal for bracket mtg. similar to [redacted] except having 12" Symbol green. Paint as Item 2.	"	2	2	0					
5	10	[redacted] Pedestals to be painted aluminum on both ends same basis as Item.	"	10	10	0					

SALES ORDER NO. [redacted]

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JUL 30 1968
FOR FILE
9-1122
1C-12

July 26, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 20, 1968 meeting

Gentlemen:

Morse Bros., Inc., contractor on the Seavy Street (Corvallis) Section of the Pacific Highway West in Benton County, Contract No. 7072, requests an increase of 60 calendar days. The contractor's request is based on the delay in shipment of a traffic controller.

This contract had a dual-completion date which allowed 50 calendar days for construction of the roadway work and 210 calendar days for the traffic signal work.

A delay in awarding and mailing the contract to the contractor occurred while awaiting the advance deposit and concurrence from the City which justifies an extension of nine calendar days on both phases of the work.

The contractor ordered the traffic controller approximately one month after award which would normally have allowed enough lead time to allow for delivery and installation within the contract time allowed. Due to military priorities, the equipment was shipped 33 days later than was originally anticipated and an extension for this period is justified.

The first-phase work was completed in 54 calendar days and the entire project was completed on June 11, 1968, at which time 263 calendar days had been charged. This represents an overrun of 53 calendar days on the second phase.

I recommend that the calendar days be extended on the first phase to 34 and on the second phase to 263. This will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:fw lms

Enclosure

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7072 Contractor Morse Bros., Inc.

Highway Pacific West

Section Seavy Street (Corvallis)

Kind of Work Grading, Paving and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delay in mailing contract forms, delay due to military priorities in shipping traffic controller and a stop work order justify an increase of 4 calendar days for Phase "A" and 53 calendar days for Phase "B".

Recommended for Approval:

Gerald Wimer
Ass't. Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7072	
Project designation	State (State-Federal)	
Date awarded	August 24, 1967	
Work started	September 11, 1967	
Per cent completed	100	6-11-68 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	Phase A	50
	Phase B	210
No. of ~~Workdays~~ Calendar Days Used	Phase A	54
	Phase B	263
No. of Added ~~Workdays~~ Calendar Days Requested	Phase A	4
	Phase B	53

SP*8296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction ~~Contract~~ CALENDAR

Oregon State Highway Commission
Salem, Oregon 97310

Date May 13, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar from 210 days to 270 days, within which to complete our Contract No. 7072, without the assessment of liquidated damages. The said contract is described as follows: grading, paving and traffic signals on the Seavy St. Section of 99 W

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Extension of time is requested due to the delay in shipment of traffic controller by the factory to our subcontractor, Madsen Stokes. Attached letter states shipment by 4/15/68 however controller still has not been received. Also see attached photo copy of order

Respectfully submitted,

MORSE BROS., INC.
Contractor

By F W Morse

CONSENT OF SURETY

Date May 14, 1968

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John N. Zefkeles ~~Attorney-in-fact~~

(SEAL)

Countersignature in Oregon not required after
1-1-68 as per 1967 Insurance Code
Resident Agent

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JUL 10 1968

FORM E-30X—50M—7-66

SP°23657-734

E-1122

1071

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 9, 1968

SUBJECT: Removal of Steel Poles
US99W & Seavy Road
Corvallis

To: R. D. Asburry
Division II Engineer
EAST SALEM HWY. BLDG.

As a part of the recent contract for the traffic signal installation at the intersection of US99W and Seavy Road in Corvallis, steel supports for signal installations were installed in the median island.

If the formal contract has been completed and the project accepted, will you please take the necessary steps to remove these steel poles from the median island and convert the installation into a span-wire type.

There is attached a plan showing the revisions necessary to accomplish this work.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Asst. Traffic Engineer

LEG:njc

cc: Tom Edwards

RECEIVED
JUL 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TOM EDWARDS

2-1122

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Seavy St. (Corvallis) Channelization		WEEK ENDING: June 22, 1968
		SECTION PREFIX: 2-1122
HIGHWAY: Pacific Highway West		COUNTY: Benton
NAME OF JOB: Seavy St. (Corvallis) Channelization	KIND OF WORK: Grading, Paving and Traffic Signals	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 7072	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 24, 1967	DATE WORK STARTED: Sept. 11, 1967	ESTIMATED COMPLETION DATE: June 11, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS (a)50 (b)210	CALENDAR DAYS USED (a) 54 (b) 263
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: (a) 108 (b) 125
PROJECT AUTHORIZATION: $ 64,845.56		
EXCLUSIVE OF ENGINEERING: $ 60,242.68	ENGINEERING AUTHORIZATION $ 4,611.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 54,100	ENGINEERING COST TO DATE $ 6,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN . . . . . 11 %	PERCENT OF AUTHORIZATION . . . . . 148 %	DATE PROJECT WAS COMPLETED: June 11, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	Traffic Signals	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.30
MILES PARTIALLY COMPLETED	0.30	0.30			0.30
MILES COMPLETED	0.30	0.30			0.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,680 cy	4,290 cy			1,230 Tons
TOTAL QUANTITIES CORRECTED TO DATE	1,648 cy	2,711 cy			1,250 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,648 cy	2,711 cy			1,250 Tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy-Showers			
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan M — Pease E
Decker — Morelock
Bond B — Trout
Barbee — Scott
Walker W — Wills
Glenn — Litchfield
Swan — Olson

RECEIVED
JUL 20 1968
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Work
MONDAY	No Work on Project by Contractor Semi-final estimate being prepared on project
TUESDAY	No Work on Project by Contractor
WEDNESDAY	No Work on Project by Contractor
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate delivered to Division Office, Wednesday, June 19, 1968

F I N A L R E P O R T

SIGNED L.L. MacIntyre LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 29 1967
A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER
FILING
2-1122
7072

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209

September 22, 1967

Routing E

RECEIVED
SEP 1967
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
321-4
1 Litchfield F
Olson

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your preliminary plans in connection with the channelization of Pacific Highway West in Benton County in the City of Corvallis involving Seavey Road.

In reviewing your construction drawings, we note a 1 1/2 in. electrical conduit under the branch track on the geographic north side of the crossing outside of existing pavement. We have no record of a previous easement covering the installation and maintenance of crossing at this point. The installation of the conduit by the State should be covered by a separate agreement with the contractor furnishing policies of insurance the same as at any other utility crossing.

We note that bids are already closed and superficial mention only is made of the conduit installation under our track. It may be that agreement cannot be required in this instance as your contract has probably been issued. Therefore, railroad relations undoubtedly cannot be changed. We are attaching a set of specifications including insurance requirements which are used in California for similar work. We suggest that in future work of this nature, you arrange to insert the applicable parts of these specifications in your requests for bids.

Copies to:
Tom Edwards
F B Grandine
L H Hall
F D Abbey
L L Hamilton
F D Morgan
9-27-67
F

We feel it will be necessary to cover the conduit installation with a separate agreement with the State, and information is being furnished Mr. Williamson for that purpose.

It is our understanding that your contractor has not installed the conduit in this instance and he should be requested to contact this office to execute the standard form of contractor's agreement and furnish necessary policies of insurance for this project.

Yours truly,

NOTED
TOM EDWARDS

A W Kilborn

Attach.

SECTION . RELATIONS WITH RAILROAD COMPANY

-1.01 General.--The Contractor shall cooperate with the Southern Pacific Company, hereinafter referred to as "Railroad Company", where work is across or adjacent to the track or within the limits of railroad property in order to expedite the work and to avoid interference with the operation of railroad equipment.

It is expected that the Railroad Company will cooperate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claim for damage or extra compensation in the event his work is held up by the Railroad Company.

-1.02 Railroad Requirements.--The Contractor shall notify the Railroad Company at least 48 hours before performing any work on or adjacent to the property or track of said Company.

The Contractor shall not pile or store any materials nor park his equipment closer than 10'-0" horizontally from centerline of the nearest railroad track or overhead lines.

Installation under tracks to be by dry jacking or boring method. No hydraulic jacking or boring is to be permitted.

Edges of jacking or boring : pit excavations to be kept a minimum of 15 feet from center of nearest track.

The top of the conduit to be installed at a minimum depth of 36 inches below base of ties, and care is to be exercised so as not to damage any underground facilities of the railroad.

Opened excavations adjacent to track shall be provided with barricades, signs, or other adequate warning, except red lights, and shall be provided with substantial covers at night or when left unattended satisfactory to the Engineer.

The details of construction affecting railroad track and property not included in the contract plans and any infringement on the above clearance due to the Contractor's operations, shall be submitted to the Railroad for approval before such work is undertaken.

The Contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the track and property of Railroad and the traffic moving on such track, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

The Contractor shall comply with the rules and regulations of the Railroad Company or the instructions of its representatives in relation to the proper manner of protecting the track and property of Railroad and the traffic moving on such track, as well as the wires, signals and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The Contractor shall, upon completion of the work covered by this contract, to be performed by Contractor upon the premises or over or beneath the tracks of Railroad, promptly remove from the premises of Railroad all of Contractor's tools, implements and other materials, whether brought upon said premises by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and cause said premises to be left in a clean and presentable condition.

-1.03 Railroad Flagmen.--In connection with the work to be performed, railroad representatives, flagmen or watchmen will be provided by the Railroad Company to protect its facilities, property and movements of its trains or engines, when in the opinion of the Railroad Company's representatives, same is necessary due to the Contractor's operations while working on or adjacent to the Railroad Company's property or track.

The cost of all necessary personnel, equipment and facilities provided by Railroad during the period of constructing the project as deemed necessary for the protection of railroad's facilities and trains, shall be borne by the Contractor and sums sufficient to cover the claims based upon bills rendered to the State by Railroad for such costs will be deducted from the progress and final pay estimates due the Contractor. No deduction will be made for the cost of personnel, equipment and facilities provided by Railroad Company for engineering and inspection purposes.

-1.04.Legal Relations.--The provisions of this section, "Relations with Railroad Company" and the provisions of the following section, "Railroad Protective Insurance", of these special provisions shall inure directly to the benefit of Railroad Company.

RECEIVED
SEP. 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. CRIBLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

2-1122

7072

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 6, 1967

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7072 for grading, paving, and traffic signals on the Seavy Street (Corvallis) Channelization Section of the Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
SEP 19 1967
FOR FILING

2-1122
7072

August 25, 1967

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for grading, paving and traffic signals on the Seavy Street (Corvallis) Channelization Section of the Pacific Highway West in Benton County for the sum of $55,348.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Corvallis is received and the sum of $15,400.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7072. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 7, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
L. L. MacIntyre
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 24 1967
FOR FILING

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7072

4417
4417a
1649
2571
2527
2574
2519

City of Corvallis
Oregon

DISBURSEMENT VOUCHER

DATE 8-22-67

CHECK & VOUCHER NO. 4345

INVOICE NO.	DATE	AMOUNT

(Check # 4336 $13,000.00 8-18-67)

Additional deposit for traffic signal project. $2,405.00

Oregon State Highway Department
Attn: Mr. Tom Edwards
Salem, Oregon 97310

MAILED TOM EDWARDS

Copy w Check to Maier
Copy to Cramsie
8-23-67

TOTAL $ 2,405.00

RECEIVED
AUG 4 1967
FOR FILING

2-1122

7072

August 4, 1967

Mr. John F. Porter
City Manager
City Hall
Corvallis, Oregon 97330

Dear Mr. Porter:

On July 27 bids were opened for the traffic signal and channelization project at the intersection of US99W and Seavy Road in Corvallis.

The bid on the traffic signal portion of the project was $24,720. The engineering costs (12½ percent) are estimated to be $3,090, making the total estimated cost of the traffic signals $27,810.

By the terms of the agreement covering this installation, the City is to pay a fixed sum of $3,000 plus one-half the remaining total cost of the project. Thus, the City's share of the cost based upon the bid becomes $3,000 plus $12,405, or $15,405.

Your deposit is $13,000. Prior to the award of the contract, it will be necessary for the City to deposit an additional $2,405.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Floyd Quary
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young
H. S. Cox
R. D. Asburry

VPJ:hm ja

RECEIVED
JUN 26 1967
FOR FILING
2-1122
OFFICE OF THE CITY MANAGER
7072

P. O. Box 1083

City of Corvallis

HOME OF OREGON STATE UNIVERSITY
CORVALLIS, OREGON 97330

June 21, 1967

A. W. Kilborn, Superintendent
Southern Pacific Co.
251 Union Station
Portland, Oregon 97209

Reference: 321-4

Dear Mr. Kilborn:

I am pleased to inform you that the Corvallis city budget for our fiscal year 1967-68 was formally adopted by the City Council last night. This budget provides the funds with which we had planned to pay the city's share of signalization of the Seavy Road crossing F-6907, West Side Branch near Corvallis.

You are hereby notified that the City of Corvallis will, after July 1, 1967 be prepared to pay its fifty percent share of the cost of signalizing the crossing described above. You are requested to proceed with the signal installation on this basis.

Sincerely,

John F. Porter

John F. Porter,
City Manager

dk

cc: Public Works Director
State Highway Engineer

6-23-67
REFERRED TO
Cox - Young - Morgan
By Asst. State Hwy. Engr.

RECEIVED
JUN 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1967
FOR FILING

2-1122

Fred W. Hill, Mayor
Helix

7072

June 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Safety Improvement Project
State Pinecrest
(Soapy Rd. Intchge. Section)

Dear Sir:

We hereby request your approval and authorization of the following described "Safety Improvement Project" and its inclusion in the Inventory of Hazardous Locations, May 1966, as an additional substitution for the projects deleted on page 7 by Mr. Edwards' letter of June 5, 1967.

The proposed Safety Project is on US-99W, (State Hwy. 1W) in Benton County, between MP 61.5 and MP 62.1 at Soapy Road and consists of the construction of left turn refuge channelization, traffic signals and RR crossing signals. The accident rate is 11.52. The project was selected on the basis of traffic accidents and engineering judgment. The total estimated cost if $42,000.

In support of the project, we are enclosing copies of accident data and location Prospectus.

We further request the State be given credit in the amount of $42,000 on the second quarter of the four-year "Safety Program".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

FNE:slh

cc: F. B. Klabee
F. B. Crandall
R. N. Chase
Don Gifford

RECEIVED
JUL 3 1 1967

2-1122

7072

Agenda
4t

June 14, 1967

City of Corvallis
City Hall
Corvallis, Oregon 97330

MISC. CONTRACTS and
AGREEMENTS No. 3360

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of US99W and Seavy Road, and railroad crossing signals at the Southern Pacific grade crossing of Seavy Road in Corvallis.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUN 14 1967
FOR FILING
2-1122
FORM E-20 50M 7-64 SP*6228-734
7072

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1967

SUBJECT: Proposed Highway Safety Improvement Project.

To:

F. B. Klaboe
Assistant State Highway Engineer
O f f i c e

Transmitted herewith for your use for safety improvement project programming are traffic volume and accident data for the Seavy Road Intersection project on Pacific Highway West in Benton County. This project is justified on the basis of the high accident rate.

F. B. Crandall
Traffic Engineer

RER:sp
cc: Val Johnson
Enclosure

NOTED
F. B. KLABOE
6-13-67
REFERRED TO
By Asst. State Hwy. Engr.
Please run as a sub.
RECEIVED
JUN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SEAVY ROAD INTERSECTION PACIFIC HWY. WEST
SAFETY IMPROVEMENT PROJECT

Date June 5, 1967 Highway Pacific Hwy. West

Route No. 99W Highway No. 1W M.P. 81.5 to M.P. 82.1

Urban [x] Rural [ ]

Accidents from 1/1/64 to 12/31/66 Average Daily Traffic 1964 - 3750
1965 - 4150
1966 - 4350

Total Accidents 31 Persons Injured 42 Persons Killed 0 Accident Rate 11.52 Average Rate

Design Speed ____ No. Lanes ____ Parking ____ Type Terrain ____

Alignment: Horz. ____ Vert. ____ Shoulders ____

Type of improvement Left turn refuge, Traffic & Railroad Signals

Estimated cost of improvement: $ 42,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other City (State-City)

FAI ___

Remarks:

LOCATION PROSPECTUS
SEAVY ROAD INTERSECTION
PACIFIC HIGHWAY WEST
BENTON COUNTY

HIGHWAY: Pacific Highway West, State Highway No. 1W, FAP-9

TERMINI: The Northerly terminus is approx. M.P. 81.5, Seavy Rd. Intersection is M.P. 81.77. The Southerly terminus is at approx. M.P. 82.1.

LENGTH: 0.6 Miles

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates of cost for widening and constructing a left-turn refuge and installation of traffic signals interconnected with the railroad. A vicinity map of the intersection will be included as part of the survey. Reconnaisance is not necessary. No special drainage problems exist. Preliminary negotiations have been made with the City of Corvallis and they have indicated verbally that they will participate one-half of the estimated cost involved with the signal installation.

CHARACTERISTICS: Present ADT is 5,000 and projected ADT is 9500. The estimated rise and fall is none. The estimated central angle is none. There will be no change in present alignment.

STANDARDS: Class A-2 Lane Highway. Deviations from State of AASHO standards are not anticipated.

TYPICAL SECTION: Two ~~12~~ 14' through lanes with 16' Median width for a 12' left turn space and 4' median nose. Two ~~10~~ 6' Shldrs. for a total width of ~~68~~ 52'.

BRIDGE: There is a double 6 X 4 RCBC existing at M.P. 81.54.

ACCESS: Access will be controlled from the ends of the channelization to the ends of the radii of the intersecting road.

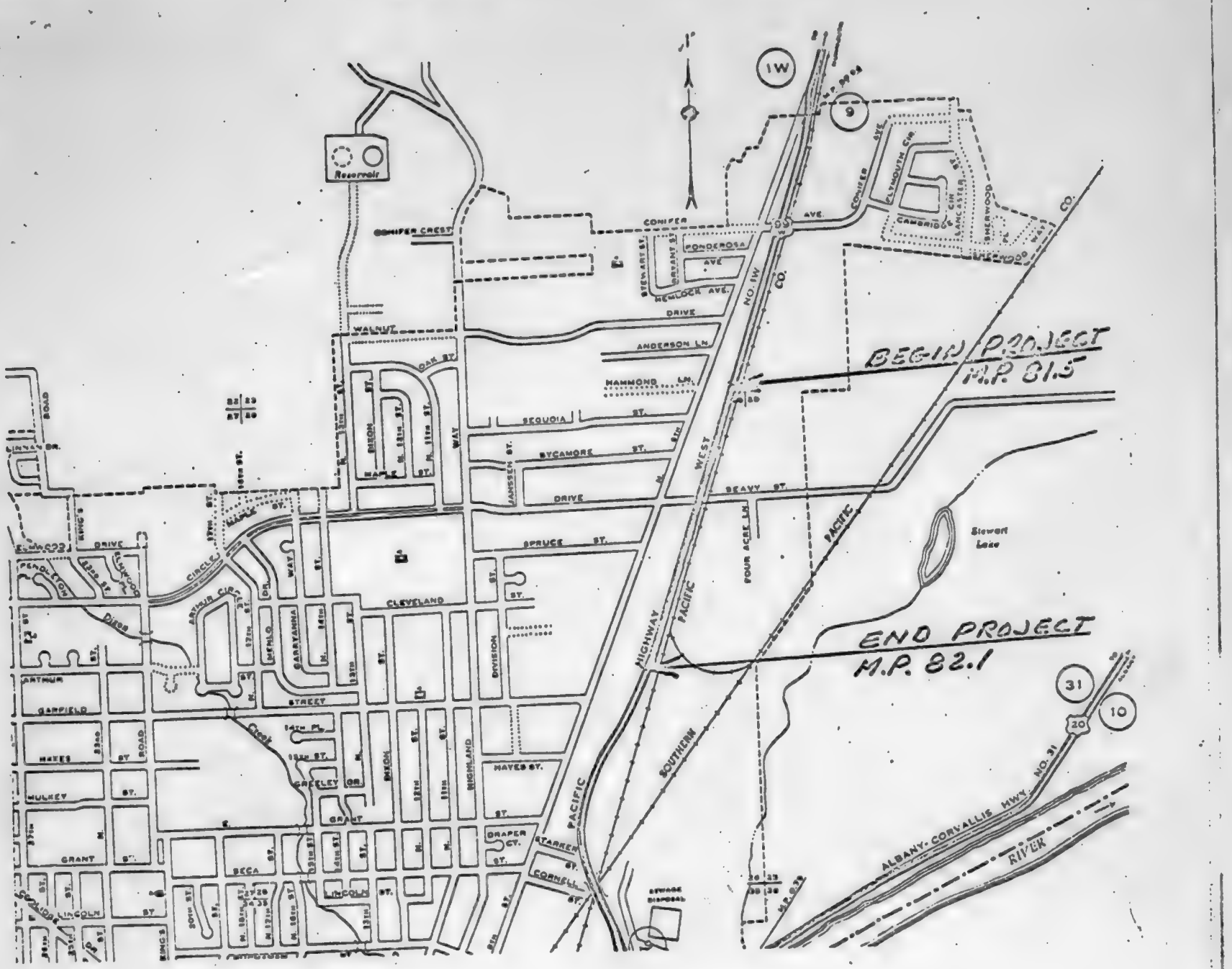
SURFACING: Asphaltic Concrete

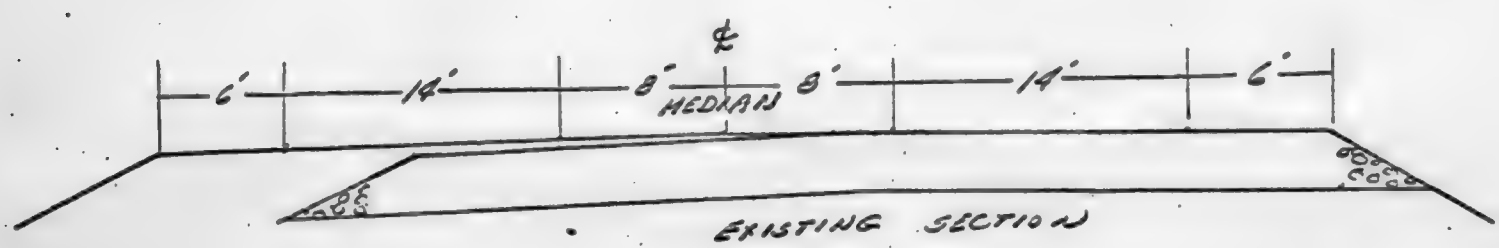
MATERIAL: Commercial Sources

ADDITIONAL FACILITIES: There is a railroad running parallel to the existing highway near the intersection, and Seavy Road crosses it at grade. No special problems are anticipated with other facilities.

AGREEMENTS: An agreement will have to be made with the city of Corvallis and the Southern Pacific railroad.

PARKS: None





TYPICAL SECTION

PROSPECTUS MAP.
SEAVY ROAD INTERSECTION
PACIFIC WEST
BENTON COUNTY
JUNE 1964

RECEIVED
JUN 2 - 1967

Filed
2-1122
7072

June 1, 1967

Oregon State Highway Commission

Gentlemen:

Under negotiation with the City of Corvallis is a cooperative construction finance project for the installation of traffic signals, railroad signals, and a left-turn refuge channelization at the intersection of U399W and Heavy Road in Corvallis.

The total estimated cost of the project is $42,000 to be financed as follows:

		State	City
Signals	$20,000	$10,000	$10,000
Channelization	22,000	22,000	-
	42,000	32,000	10,000

I recommend that you approve this project and also request authority to include it on the current State Construction Program.

Project is 1st priority & $35,000

The matter will be on the agenda for the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young
H. S. Cox

BG:jr

RECEIVED
FORM E-204 - REV. 10-58
MAY 26 1967
FOR FILING

SP°23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1967

7-1122
7072

To:

Mr. R.D. Ashurry
Division II Engineer
Salem, Oregon

SUBJECT: Traffic Signal Interconnect
US 99W and Seavy Road
Corvallis

Mr. Wimer's letter to L.L. MacIntyre states that a plan for the subject intersection will be drawn up and sent to him shortly.

By telephone discussion with Mr. Trygstad of your office, it was learned that he has such a plan for the $22,000 estimate. This refuge plan has been approved for use at this intersection.

F.D. Morgan
Construction Engineer

By
D.N. Stoudenmeyer
Assistant Urban Engineer

DNS:jr

cc: F.B. Klaboe w/letter

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1967

SUBJECT: Traffic Signal Interconnect
US99W and Seavy Road
Corvallis

To: Mr. L. L. MacIntyre
Resident Engineer
Oregon State Highway Department
3700 Philomath Highway
Corvallis, Oregon

Attached is a May 8 letter from Tom Edwards to F. B. Barbee directing that plans be prepared for contracting a left turn refuge at the subject location in the near future.

Please submit an Authority for Survey and Prospectus. A plan is being drawn up and will be sent to you shortly.

R. D. Asburry
Division Engineer

By [illegible] Signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc J. E. Morelock

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peare
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 15 1967
CONSTRUCTION
DIVISION

FORM E-30 '50M 10-65,

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1967

To: Mr. F. B. Klaboe

SUBJECT: Traffic Signal Interconnect
US99W and Seavy Road
Corvallis

We are negotiating with the City of Corvallis for the installation of a traffic signal interconnected into a railroad and a left-turn refuge at the intersection of US99W and Seavy Road. The City of Corvallis has indicated verbally that it will participate in one-half of the estimated $40,000 cost involved with this signal installation.

In addition to the traffic signals, a portion of the project is the construction of a left-turn refuge at this location at an estimated cost of $22,000. All of this cost will be the State's responsibility.

This letter is to request that you have prepared the necessary plans required for the construction of the left-turn channelization. The traffic signals and the construction work should be combined into a small contract project to be let at an early date.

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

Bond
Barbee

RECEIVED
1967
CONSTRUCTION

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

5/24/67
Discussed with T.E. this date. He will contact speed so that his plans with substandard element will be a safe one. Traffic to develop these standards for signalized refuge lane treatment. WBK.

RECEIVED
MAY 16 1967
FOR FILING

2-1122
Fred W. Hill, Member
Helix
7072

May 15, 1967

Oregon State Highway Commission

Gentlemen:

Traffic conditions at the intersection of Pacific Highway West (U399W) and Seavy Road in the northerly part of Corvallis have become hazardous to the extent that installation of traffic lights and signals are necessary for safe traffic operation. This requires signalization of the crossing by the railroad at Seavy Road since the railroad is adjacent to and parallels the highway. Division of cost has been worked out as follows:

1. The State will construct the channelization at its expense.

2. The State and the City will share equally in the cost of the signals.

3. The City will assume the cost of signalization of the railroad crossing and the interconnection between the railroad and highway signals.

4. The highway signalization will cost $20,000, to be shared equally by the State and the City.

5. The channelization is anticipated to cost $20,000, to be borne totally by the State.

An agreement has been executed by the City of Corvallis covering this work. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
R. D. Asburry

TE:ja jw

RECEIVED
MAY 9 - 1967

2-1122
7072

Salem, Oregon
May 8, 1967

Mr. F. B. Klaboe

Traffic Signal Interconnect
US99W and Seavy Road
Corvallis

We are negotiating with the City of Corvallis for the installation of a traffic signal interconnected into a railroad and a left-turn refuge at the intersection of US99W and Seavy Road. The City of Corvallis has indicated verbally that it will participate in one-half of the estimated $40,000 cost involved with this signal installation.

In addition to the traffic signals, a portion of the project is the construction of a left-turn refuge at this location at an estimated cost of $22,000. All of this cost will be the State's responsibility.

This letter is to request that you have prepared the necessary plans required for the construction of the left-turn channelization. The traffic signals and the construction work should be combined into a small contract project to be let at an early date.

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

LEG:njc ja

RECEIVED
APR 20 1967
FOR FILING
2-1122
7022

April 19, 1967

Mr. John F. Porter
City Manager
City Hall
Corvallis, Oregon 97330

Dear Mr. Porter:

Proceeding further in the matter of cooperative installation of traffic control measures at the intersection of US99W and Seavy Road plus railroad crossing signals at the Southern Pacific grade crossing of Seavy Road, I transmit for approval and execution by the City, two copies of an agreement covering this cooperative project.

This agreement provides for cost sharing as per my letter to you of March 17, reiterated as follows:

	State	City	Railroad
1. Signalize US99W	$10,000	$10,000	$ --
2. Signalize Railroad	--	7,500	7,500 (Estimated)
3. Interconnect Signals	--	5,000	--
4. Construct Refuges	22,000	--	--
TOTALS	$32,000	$22,500	$7,500

Notwithstanding the statement in the last paragraph of my March 17 letter, the Southern Pacific Railroad crossing on Seavy Road does involve a city street rather than a State Highway. In view of this, it would be apropos for the City to carry on negotiation with the Southern Pacific Company and the Public Utility Commissioner in arriving at cooperative installation of the railroad crossing signals. For ready identification in the consummation of a City-Southern Pacific agreement, this crossing is PUC No. F690.7.

With respect to the enclosed agreements, if you will arrange for appropriate signatures on the two copies plus submission of the required ordinance or resolution as per Item No. 6 "THINGS TO BE DONE BY THE CITY", they will be presented to the Highway Commission for consideration and approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. D. Asburry
T. W. Litchfield

FBC:njc ja

PHONE 752-4292 (503)

P. O. Box 1083

City of Corvallis

HOME OF OREGON STATE UNIVERSITY
CORVALLIS, OREGON 97330

OFFICE OF THE CITY MANAGER

RECEIVED
APR 14 1967
TRAFFIC ENGINEERING

5200

APR 11 67

Edwards

April 7, 1967

Mr. Forrest Cooper,
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of March 17, 1967 with regard to plans for relief of traffic problems at the intersection of 99W and Seavy Road in Corvallis.

This matter was taken up with the City Council of the City of Corvallis at its meeting April 3, 1967 and the City Manager was authorized to inform you that we wish to proceed with plans for the signalization of the intersection and railroad crossing as well as providing for turning lanes and other pavement improvements as may be required. There is some question about the distribution of costs and arranging for the city's portion of the finances required for this project. I will be discussing this with you on my next trip to Salem which will be sometime within the next week.

Sincerely,

John F. Porter

John F. Porter
City Manager

dk

Copy Council. R/L agenda 4/3

RECEIVED
APR 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PURCHASE ORDER

City of Corvallis Oregon

OFFICE OF THE CITY MANAGER
P. O. BOX 1080 —— PHONE 753-8516
CORVALLIS, OREGON 97330

ORDER NO.
B 1131

SHOW THIS NUMBER ON ALL SHIPPING CONTAINERS, PACKING LISTS, CONTAINERS AND CORRESPONDENCE.

Oregon State Highway Department
Salem, Oregon

SHIP TO
Public Works Dept.
Hwy. 99W & Circle Blvd.
Corvallis, Oregon

DATE	DELIVERY DATE REQUIRED	SHIP VIA	TERMS	F O B.
3-28-67				

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT
	1	each	Furnish and install a four-way flasher head at the intersection of Highway 99W and Circle Blvd. Replacement is required because of damage caused to the existing unit by traffic accident on this date.		

RECEIVED
MAR 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MAINTENANCE ENGINEER
RECEIVED
MAR 3 1 1967
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BS ABS AA FILE TA

RECEIVED
MAR 30 1967
OREGON
STATE HIGHWAY COMMISSION

NECESSITY CERTIFIED BY:
Tony Groh
NAME OF OFFICER

PURCHASE APPROVED:
Asst. CITY MANAGER
Arthur R. Johnson

FUND DISTRIBUTION
102-6.18

MAILING INSTRUCTIONS:
PLEASE SEND INVOICE WITH ORIGINAL BILL OF LADING TO:

OFFICE OF CITY RECORDER
P. O. BOX 1080
CORVALLIS, OREGON 97330

VENDOR'S COPY

MAR 20 1967

FOR FILING

2-1122

7072

March 17, 1967

Mr. Tony Groh
Director of Public Works
City Hall
Corvallis, Oregon 97330

Dear Mr. Groh:

In response to your letter of February 14, we have made an investigation of traffic conditions at the intersection of US99W and Seavy Road in Corvallis. The investigation disclosed that because of the volume of traffic turning left off US99W and the accident record, construction of a left-turn refuge and installation of three-phase, fully-actuated traffic signals is warranted.

Because of the proximity of the railroad on the easterly side of the highway, signalization of this intersection is somewhat complicated. In order to prevent the traffic signals from directing traffic across the tracks, it would be necessary that the railroad crossing be signalized and that the railroad and traffic signals be interconnected.

The signalization required at this point consists of two segments as follows:

1. Signalization of the intersection of US99W and Seavy Road - Estimated Cost.....$20,000

2. Signalization of the crossing of the railroad and Seavy Road - Estimated Cost..... 15,000

3. Interconnection of the two systems above to the end that traffic will not be directed onto the track when a train is approaching - Estimated Cost..... 5,000

TOTAL ESTIMATED COST $40,000

The Highway Department would be willing to construct the left-turn refuges at its sole expense and pay 50 percent of the cost of the traffic signal installation on the highway proper.

Railroad signalization costs are usually assigned after a PUC hearing. The City would be expected to pay any costs of signalizing the railroad and the costs of interconnection. If 50 percent of the costswere assigned to the railroad, the signalization costs would be borne as follows:

	State	City	Railroad
1. Signalize US99W	$10,000	$10,000	$ --
2. Signalize Railroad	--	7,500	7,500
3. Interconnect Signals	--	5,000	--
4. Construct Refuges	22,000	--	--
TOTALS	$32,000	$22,500	$ 7,500

If it is agreeable with City Officials, would you please advise this office in order that we might proceed with the necessary agreements and institute the matter of the grade crossing signals with the Public Utilities Commissioner.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. D. Asburry
Ted Litchfield

LEG:mk/TE:ja

FORM E-30 (DOM 3-65) • SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 14, 1967

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Pacific Hwy. West @ Seavy Road
Corvallis

TE 5391

There is attached a report from the Division Office covering the above Assignment. Also attached is a Suggested-Draft of a letter to the City of Corvallis.

This intersection has been the subject of a number of investigations in the past. A $10,000 safety improvement project for a left-turn refuge and updating the flasher is scheduled for the fiscal year 1969.

There were 38 reported accidents at this location in the three-year, 11 months period; 47 persons were injured; 25 accidents were angle collisions and almost all of the accidents were of a type preventable by three-phase traffic signals.

It is recommended that we proceed with corrective treatment at this location at this time. Such treatment would consist of a left-turn refuge with widening on both sides of the highway, three-phase, fully-actuated traffic signals and signals at the railroad crossing. The estimated costs are:

Left-turn refuge	$ 22,000
Traffic Signals	25,000
RR crossing signals	15,000
TOTAL .	$ 62,000

L. E. George
Assistant Traffic Engineer

VPJ:njc
Attachments

NOTED
VICTOR D. WOLFE

FORM E-10X - 50M--7-66 SP:23057.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1967

To: Mr. F. B. Crandall
Traffic Engineer
D e p a r t m e n t

SUBJECT: Pacific Highway West at Seavy Road
City of Corvallis
US99W - Hwy. 1W - M.P. 81.77

As per your request we have conducted an investigation at the subject location in response to Corvallis Public Works Director Tony Groh's February 14 letter requesting an investigation looking to the possibility of channelization and signalization.

We conducted an investigation at this location in March, 1966. At that time signalization was felt unattractive and expensive because of the high speeds and the closeness of the railroad tracks. A left turn refuge was felt undesirable because angle accidents were far more prevalent than left turning accidents. It was felt that a left turn refuge might increase the angle accidents.

The subject location is a nearly right angle cross-type intersection. There is no immediate culture. The pavement on the highway is 24 feet in width between painted edge stripes with 5-foot oiled shoulders. The oiled shoulder on the east side of the highway is widened at the intersection to form a "Cooper" refuge. Seavy Road east of the highway is 18 feet in width with one-foot shoulders. West of the highway Seavy Road is 40-feet in width between curbs and has four lanes of traffic. The most southerly lane must turn right at US99W. There is a signalized intersection 400 feet west of the subject location at 9th Street. The Southern Pacific Railroad tracks parallel US99W and are located approximately 50 feet to the east of the highway traveled way. There is no posted speed on US99W, but the prevailing speeds are relatively high. There is a flashing beacon at the intersection which flashes amber to US99W and red to Seavy Road. The intersection is illuminated and is bracketed with 48-inch cross road symbol sign with flashers. There are no sight distance restrictions at the intersection.

A copy of the traffic count taken March 16 - 17, 1966 is attached. Although conditions have changed somewhat in the year, I feel the count is still representative of the location. The four laning west of the intersection and the signal at 9th and Seavy have no doubt increased the traffic somewhat. Traffic movements of note are 1,092 vehicles making the left turn from south to west and 1,155 vehicles making the right turn from west to south. A total of 6,744 vehicles entered the intersection.

The attached collision diagram indicates that there were 38 reported accidents during the 3-year, 11-month period from 1-1-63 to 11-30-66. There were no fatalities but 47 persons were injured. Twenty-five of these accidents were angles and 10 were turning movements. There were 8 accidents of the type preventable by signals in 1965 and 9 in the first 11 months of 1966.

There is attached a traffic signal warrant comparison sheet which indicates that all of the volume warrants fall short of warranting signals. The minimum vehicular volume warrant comes the closest, with 75 per cent of the necessary volume on the highway. The side street volume is met for this warrant. The accident warrant is more than met.

I attempted to discuss this location with Mr. Groh but he was out of town. I did talk with City Engineer Glenn Ling. He indicated that the City was considering four laning Seavy Road east of US99W for a short distance.

The continuing high rate of accidents at this location indicates that some action should be taken. A traffic signal appears to be the answer despite the high speeds and additional cost involved because of the railroad. An advance warning system would be necessary on the highway. It appears from the traffic volumes that a fully actuated signal would be in order. This, together with an intertie with the railroad would be expensive. I would think we would want to have gates at the tracks. If we do install a signal, I would recommend that we go one step further and build the left turn refuge as shown on the attached plan. Assistant D.M.S. Max Klotz estimates the cost at $14,600. This estimate is for widening on one side only as shown on the plan. The estimate for widening on both sides is $22,000 because we would have to tile the ditch on the east due to right of way problems. Both estimates are exclusive of cost involved in moving illumination or flashing beacon poles. The left turn refuge would serve the heavy left turn from south to west and would help give advance warning of the intersection. In view of the many angle accidents, I would not recommend the left turn refuge without the signal.

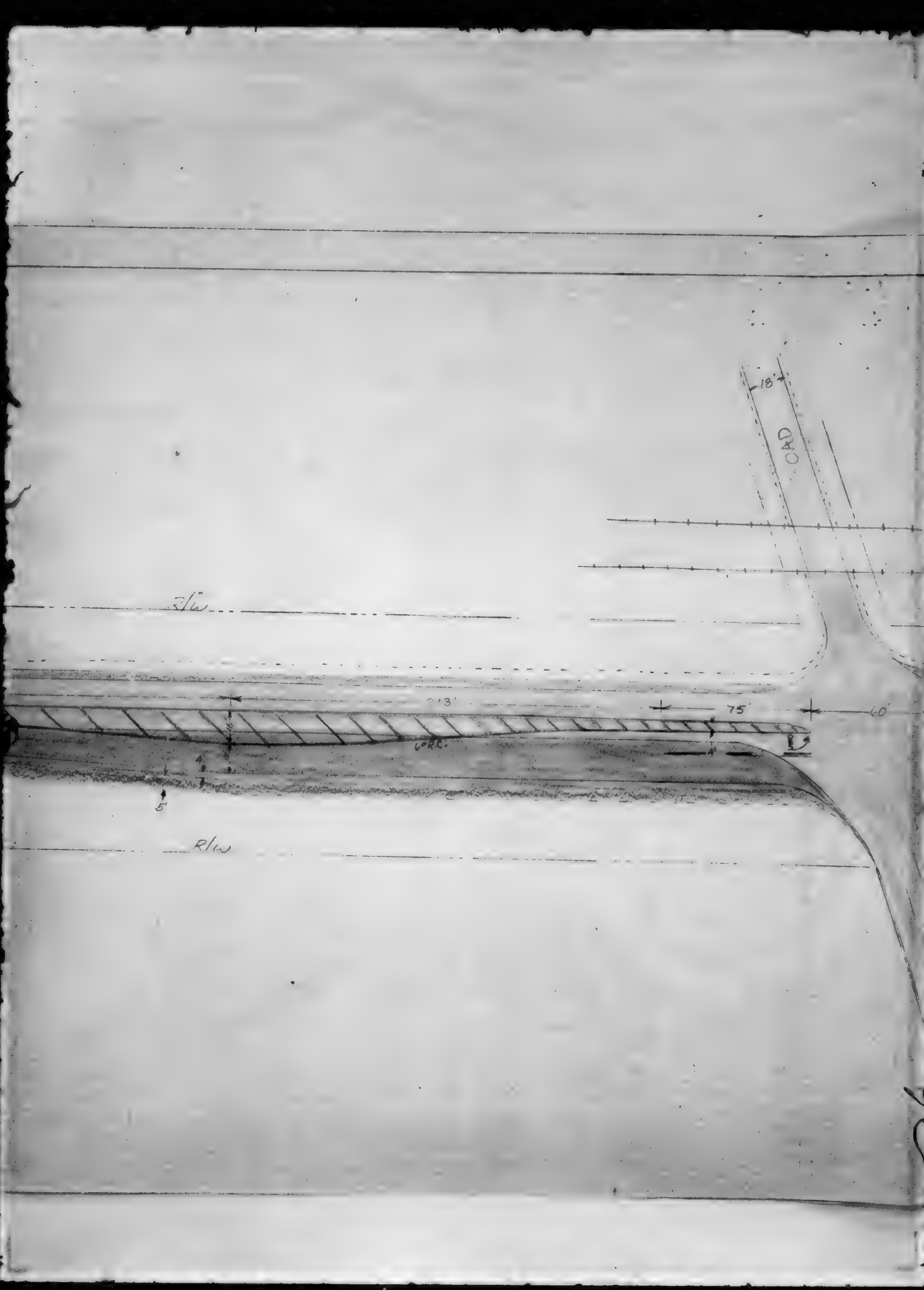
R. D. Asburry
Division Engineer

By Roger D. Trygstad

Roger D. Trygstad
Division Traffics Engineer

RDT:am
cc H. C. Johnson

250'
To Monmouth
24
35


18'
CAD
R/W
13'
75'
60'
6" R.C.
4'
4'
5'
R/W

60'

213'

6" PC

170'

4'

40'

SEAVY

Existing

Existing

Propose

Propose

Propose

Propose

PROPOSED LEFT TURN REFUGE
PACIFIC HWY WEST AT SEAVY
US99W — Hwy No 1W — MP 81.77
Scale: 1" = 50' March, 1967

R/W

190'

99W

To Corvallis →

R/W

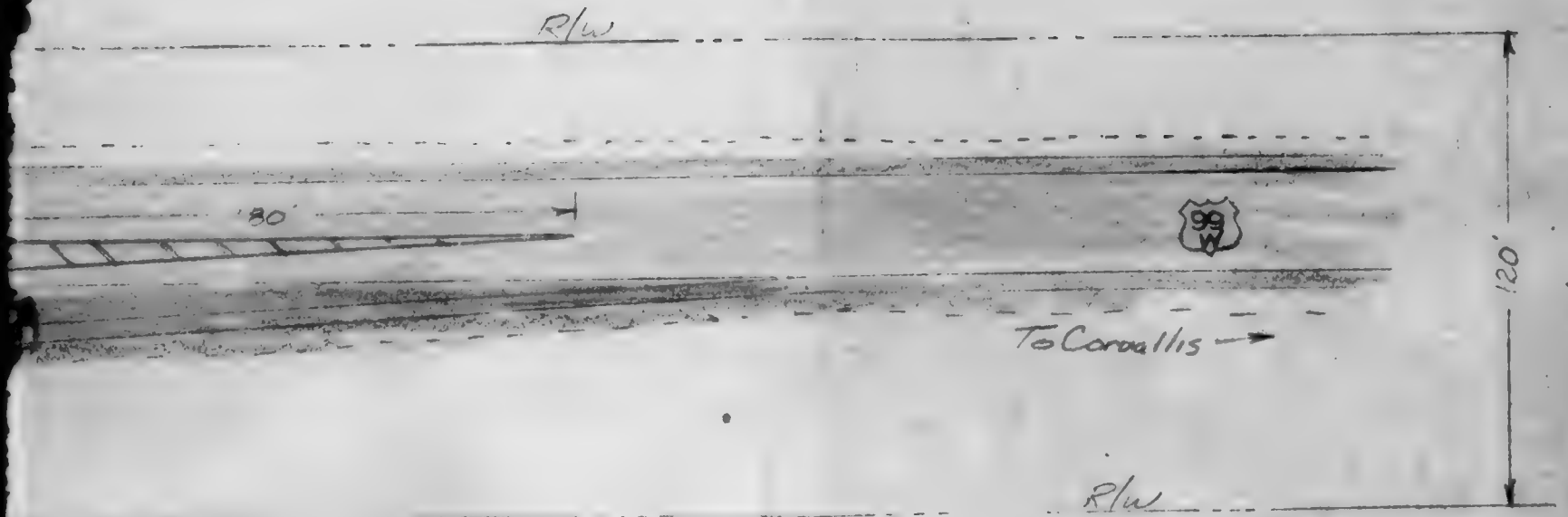
Existing AC Pavement
Existing Oil Mat Shoulder
Proposed Pavement widening
Proposed Gravel Shoulder
Proposed White Paint
Proposed Yellow Paint

PROPOSED LEFT TURN REFUGE

PACIFIC HWY WEST AT SEAVY ROAD

US99W — Hwy No. 1W — MP. 81.77

Scale: 1" = 50' March, 1967



Pavement
Mat Shoulder
Pavement widening
Gravel Shoulder
White Paint
Yellow Paint

PHONE 753-7339

City of Corvallis

HOME OF OREGON STATE UNIVERSITY
CORVALLIS, OREGON 97330

OFFICE OF THE PUBLIC WORKS DIRECTOR

4853

February 14, 1967 16 67

REFERRED TO Edwards

Mr. Forest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

Approximately one year ago the Oregon State Highway Department completed a study of the intersection of Highway 99W and Circle Boulevard. This was done at the request of the City with the specific intention to determine the need for signalization of this intersection. Following your study you reported that there was no real need for traffic signals at that time.

Conditions have changed since that study was made and these conditions have brought about a renewed concern over the need for traffic control devices at this major intersection. Circle Boulevard between Highway 99W and North 9th Street has been paved to a 40-foot width section and this improvement has induced more traffic to use the 3rd Street route for northbound vehicles. This increased traffic has resulted in an increase in accidents at the intersection indicating a need for better control devices at this location.

A petition has been received from property owners to the east of Highway 99W and paving of Seavy Road (Circle Boulevard) is tentatively scheduled for the summer. This is a major street and the planned paving width is 44 feet.

This matter was discussed by the City Council at their regular meeting held February 6 and by motion the Council directed that a request be made of the State Highway Department for a new thorough study of this intersection. It was suggested that particular attention be given to the need for traffic signals, acceleration and deceleration lanes and turn-out lanes.

Your co-operation would be appreciated.

Very truly yours,

John F. Porter
City Manager

By Tony Groh

Tony Groh
Public Works Director

TG:bg
Enclosure: Vicinity Map
cc: City Engineer

RECEIVED
FEB 20 1967
TRAFFIC ENGINEERING

RECEIVED
FEB 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

5391

RECEIVED
MAY 18 1966

FOR FILING

2-1122

7072

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1966

To:

SUBJECT:
Assignment 4417-A

Tom Edwards
Asst. State Highway Engineer

Building

The signs and flashers at US 99 W and Circle Drive have been installed. Also, the stop bars at Seavy Road have been painted.

E. S. Hunter
Maintenance Engineer

By Dale D Allen

Dale D. Allen
Maintenance Office Engineer

DDA:ia

NOTED
TOM EDWARDS

RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1968
FOR FILING
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7072

April 21, 1964

Mr. John Porter
City Manager
City Hall
Corvallis, Oregon

Dear Mr. Porter:

A few days ago, you discussed the recent study at Ninth Street and Circle Drive with Assistant Division Engineer Gerald Miner. You told Mr. Miner of the backup of traffic east of Ninth Street during the p.m. peak.

Our traffic counts verify your observations. They show 234 vehicles entering the intersection from the east during the 5:00 p.m. to 6:00 p.m. period. The next highest hour, however, showed only 147 vehicles entering from the east.

Considerable relief could be obtained through widening Circle Drive between Ninth Street and US99W. This would provide additional capacity and would reduce the traffic backup.

Traffic signals at this intersection would not be desirable. It has been our experience that a traffic signal located at an intersection close to an intersection with a stop requirement, such as exists at the US99W intersection, creates considerable difficulty. A traffic signal tends to "pull" the driver through the unsignalized intersection and results in considerable violation of the "STOP" signs. As was explained in my previous letter, signalization of the US99W intersection would not be desirable because additional hazards would be created through signalization of this high-speed intersection.

Your attention to this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asbury

LEG:aa bg

FORM E-30[illegible]—50M—1-65 SP*18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

April 13, 1966

To: Mr. F. B. Crandall
Traffic Engineer
DEPARTMENT

SUBJECT: Ninth Street and Circle Drive (Seavy Road)
Corvallis

We recently made four intersectional studies for the City of Corvallis. Our findings and recommendations were conveyed to the city through a March 30 letter from Assistant State Highway Engineer Tom Edwards to corvallis Public Works Director Anton Groh.

Assistant Division Engineer Gerald Wimer recently met with Corvallis City Manager John Porter to discuss other matters. During the discussion Mr. Porter asked Mr. Wimer about the study of Ninth Street and Circle Drive. The letter the Highway Department sent to the city had the following pertaining to this intersection. "Traffic signals are not warranted. We have no recommendations for corrective treatment." Mr. Porter evidently would like to have signals installed. He pointed out that during the P.M. peak traffic backed up very badly to the east. There is only about 400 feet between Ninth Street and U.S.99W.

It can be seen from the manual count that there was a total of 234 vehicles entering the intersection from the east during the 5:00 to 6:00 P.M. period. With only two lanes on Seavy Road, this does have a tendency to back up traffic. The next highest hour has only 146 vehicles entering from the east. The problem exists, therefore, only for a short period each day.

Traffic conditions could be greatly improved by four-laning Seavy Road between Ninth Avenue and U.S.99W. This will help the storage problem and the subject intersection and will also help conditions at U.S.99W.

It is recommended that we suggest to the city that they do the four-laning. If this does not greatly ease the problem, they can give further consideration to installing a signal. Four-laning will raise the required warrants however. A signal at this intersection would not be too objectionable if the city should want to install one. As this is entirely on city streets, it will be their decision to make.

R. D. Asburry
Division Engineer

By Roger D. Trygstad
Roger D. Trygstad
Division Traffic Engineer

RDT:cp
Enclosure

RECEIVED
MAR 30 1966
FOR [illegible]
2-1122
7072

March 30, 1966

Mr. Anton Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Mr. Groh:

In response to your letter of February 17, we have conducted traffic investigations at four intersections in Corvallis. There are enclosed traffic and accident data and a tabulation comparing conditions at these intersections with the standard warrants for signalization. Our comments and recommendations are outlined below:

14th and Monroe:

It is recommended that two-phase, pretimed signals be installed. The estimated cost is $7,000.

Ninth and Jefferson:

Traffic signals are not warranted. Because this is the intersection of two arterial streets and because of the number of accidents involving violation of the "STOP" signs, it is recommended that a flashing beacon be installed. The estimated cost is $1,200.

Ninth and Circle Drive:

Traffic signals are not warranted. We have no recommendations for corrective treatment.

Pacific Highway West and Circle Drive:

It is feared that traffic signals on this high-speed section would increase rather than decrease hazards.

In view of the accident pattern, it is not believed that left-turn channelization would be of benefit. We will install larger advance warning signs with flashing yellow beacons. We will also paint stop bars on Seavy Road at locations which will require minimum exposure distance for vehicles crossing US99W.

You also asked for an opinion of the desirability of widening Harrison Street between 29th and 30th Streets. Recent traffic counts show a volume of 6,500 vehicles daily east of this intersection and 8,400 to the west. The traffic accident record does not indicate a need for widening.

If this office can be of further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.) - Please care for signs and flashers at US99W and Circle Drive; also painted stop bars at Seavy Road.
R. D. Asburry

VPJ:ji jwa

FORM E-20K—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

March 25, 1966

To: Mr. Val P. Johnson
Traffic Control Engineer
D E P A R T M E N T

SUBJECT: Traffic Signal Studies
Various Intersections
Corvallis, Oregon

As per your request we have made several traffic signal justification studies in the City of Corvallis. Your request was prompted by a February 17 letter from Mr. Anton Groh; Corvallis Public Works Director. Mr. Groh asked for traffic signal justification studies at the following intersections:

1. 14th and Monroe Streets
2. 9th and Jefferson Streets
3. 9th and Circle Drive
4. U.S.99W & Circle Drive (Seavy Rd.)

Mr. Groh also asked us to study Harrison Street between 29th and 30th.

The intersection of 14th and Monroe is a right angle cross-type intersection. The immediate culture is a mixture of residences, businesses, and university property. The nearest traffic signal is at 9th and Monroe. Monroe Street is 42 feet in width between curbs and has left turn refuges. Parking is prohibited on the south side of the roadway. 14th Street north of Monroe Street is 32 feet in width between curbs and parking is prohibited on the east side of the roadway. Parking is also prohibited on the west side of the roadway from the first 100 feet from Monroe Street. 14th Street, south of Monroe Street, is 34 feet in width and parking is prohibited on both sides of the roadway. It is striped for one southbound lane and two northbound lanes. There is only 125 feet of storage between Monroe Street and Campus Way.

The intersection of Ninth and Jefferson is a right angle cross-type intersection in a residential area. The nearest traffic signal is at Ninth and Monroe Streets. Ninth Street is 40 feet in width between curbs and has parallel parking on both sides of the roadway. Jefferson Street is 32 feet in width between curbs and parking is allowed only on the south side.

The intersection of 9th Street and Circle Drive is a right angle cross-type intersection. The culture is of a business nature. There is a 45 MPH speed zone on Ninth Street. There is a flashing beacon at the intersection which flashes amber to Ninth Street and red to Circle Drive. Ninth Street is 52 feet in width between curbs, is striped for two lanes of traffic, and has parallel parking. Circle Drive west of Ninth Street is 60 feet in width between curbs, has four lanes of moving traffic and has parallel parking. Circle Drive, east of Ninth Street, also known as Seavy Road, is 21 feet in width with two foot gravel shoulders.

The intersection of U.S.99W and Circle Drive (Seavy Road) is a right angle cross-type intersection. There is no immediate culture. This intersection is approximately 400 feet from the previously described intersection of Ninth and Circle Drive. The pavement on U.S.99W is 24 feet in width with five foot oiled shoulders. There are painted edge stripes. Seavy Road east of the highway is 18 feet in width with one foot shoulders. West of the highway is Seavy Road which is 21 feet in width with two foot shoulders. The Southern Pacific Railroad tracks parallel U.S.99W and are located approximately 50 feet to the east of the highway traveled way. There is no posted speed on U.S.99W. The speeds are relatively high. There is a flashing beacon at the intersection which flashes amber to U.S.99W and red to Seavy Road. The intersection is illuminated and is bracketed with 30-inch crossroad symbol signs. There are no sight distance restrictions.

There are attached Typical Views, 16-hour manual traffic counts, and Collision Diagrams for the four intersections described above. There is also attached a traffic signal warrant data sheet which compares the conditions at each intersection with the minimum warranted as prescribed in the National Manual on Uniform Traffic Control Devises. The minimum warrent shown for 9th and Circle and U.S.99W and Circle are 70 percent of the normal warrent due to speeds on the major roadway in excess of 40 MPH. It can be seen that the accident warrent is met all intersections with the exception of Ninth and Circle. The volume warrents are not met at any of the intersections. They are approached at 14th and Monroe. Traffic signals would not be too far out of line at the four intersections except U.S.99W and Seavy Road where high speeds prevail.

Mr. Groh was contacted during the field investigation. While talking about the problem on Harrison Street between 29th and 30th, he indicated that he thought what the city would like to know is if the Harrison Street, west of 29th, should be widened. The pavement now necks down from 42 feet east of 29th Street to 24 feet west of 29th Street. Parking, of course, is prohibited west of 29th Street. There is a traffic signal at the intersection of 29th and Harrison which was installed during the latter part of September 1964. Recent machine counts revealed volumes east of 29th of 6,500 vehicles and west of 29th Street 8,400 vehicles per day. These figures are fairly close to those in a manual count taken about a year ago. A copy of this manual count is included.

Trygstad watched this location for some time and did not observe any problems. Considerable widening would be necessary west of 29th Street to appreciably increase the capacity of Harrison Street. I would not think that this would be warrented unless they go to four lanes. Judging from the rearend accidents by eastbound vehicles it appears that a "SIGNAL AHEAD" sign should be installed west of 29th. A right turn lane for eastbound traffic would be helpful as there is a big right turn movement onto Arnold Way.

Mr. Groh asked that we give a more thorough study at U.S.99W and Circle Drive (Seavy Road) to see what improvements were in order. The remainder of this report will deal with this intersection.

The traffic movements of note are 1,092 vehicles making the left turn from south to west and the 1,155 vehicles making the right turn from west to south. There is a total of 1,873 vehicles which enter the intersection from Seavy Road to either left turn or continue straight through.

The Collision Diagram shows that there were 40 reported accidents during the five year period from January 1, 1961 to December 31, 1965. Twenty-one of these accidents were angles and ten were turning movements. There were eight left turning accidents, three of which occurred in 1965. In the forty accidents, there were 56 injuries and one fatality.

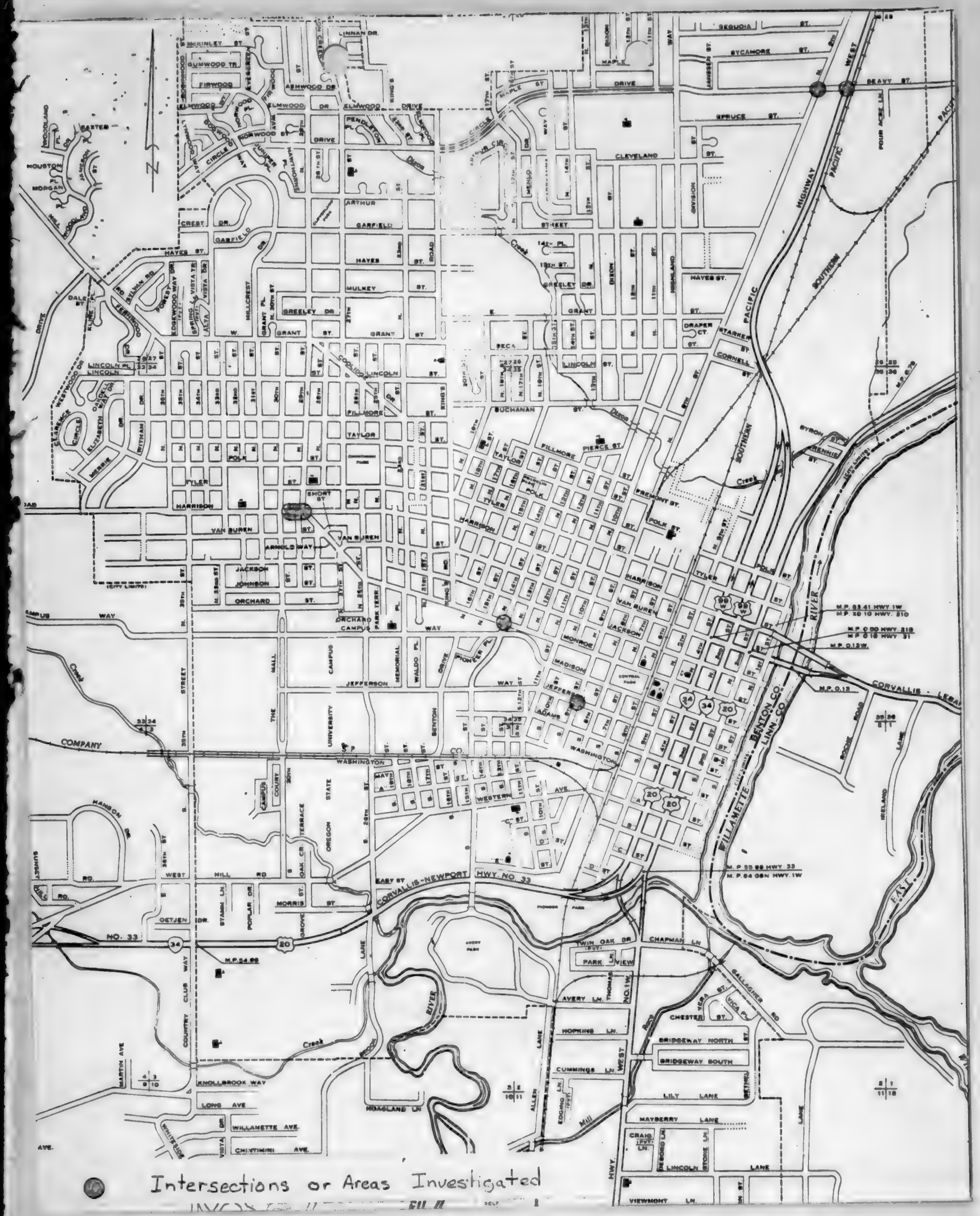
Consideration was given to signalizing the intersection, but the high highway speeds and the closeness of the railroad tracks make this proposal unattractive and expensive.

Consideration was also given to a left-turn refuge. The left-turning volume from south to west would certainly warrent a left-turn lane. However, in looking at the accident picture, it is noted that the left-turning accidents have not been too numerous while the angle accidents have been. A left-turn refuge may increase the more prevalent angle type accident. There is attached a plan for a left turn refuge drawn up by the Traffic Division in 1961. Updating the prices, I computed a cost of $19,000, excluding the cost of moving the illumination and flashing beacon poles. Judging from the accident types, it is not felt a left-turn refuge should be installed.

The only practical solutions I have to offer is that we increase the size of the Crossroad Symbol Signs to 48 inches and possibly that they have flashers on them. Also, the city should be encouraged to construct a right turn lane on the westerly leg of Seavy Road. Seavy Road has four lanes beginning at Ninth Street about 400 feet to the west of U.S.99W. They could just extend this to U.S.99W. This would help the storage problem between Ninth and 99W.

R. D. Asburry
Division Engineer

RDA:RDT:ep
Enclosures


Intersections or Areas Investigated
LINNAN DR.
McKINLEY ST.
GUMWOOD TR.
FIRWOOD
ASHWOOD DR.
ELMWOOD DR.
ELMWOOD DRIVE
PENDLETON
ARTHUR CIR.
MAPLE ST.
MAPLE DRIVE
SEQUOIA ST.
SYCAMORE ST.
BEAVY ST.
SPRUCE ST.
CLEVELAND
HIGHWAY
PACIFIC
SOUTHERN
FOUR MILE LN.
WEST
HOUSTON
MORGAN
BARTER
CREST DR.
GARFIELD
ARTHUR
HAYES ST.
HAYES
MULKEY ST.
GREELEY DR.
GRANT ST.
DALE PL.
DRIVE
ROAD
ALLYN RD.
TERRACE
EDGEWOOD WAY
SPRING
VISTA TR.
ALTA VISTA DR.
W. HILLCREST
GRANT PL.
N. 30th ST.
LINCOLN PL.
LINCOLN
WESTWOOD DR.
CLARENCE CIRCLE
ELIZABETH
MERRIT
TAYLOR
POLK ST.
TYLER ST.
HARRISON
SHORT ST.
VAN BUREN
ARNOLD WAY
JACKSON
JOHNSON
ORCHARD ST.
CAMPUS WAY
PARK TERR.
PL.
MONROE
MADISON
JEFFERSON
WASHINGTON
BUCHANAN
FILLMORE
PIERCE ST.
FREMONT ST.
DIXON
HIGHLAND
DRAPER CT.
STARKEY ST.
CORNELL ST.
BYRON ST.
BRENNER ST.
CITY LIMITS
RIVER
Creek
COMPANY
THE MALL
CAMPUS
MEMORIAL
WALDO PL.
DRIVE
PIONEER PL.
UNIVERSITY
BENTON
STATE
OREGON
CAMPUS COURT
OAK CR. TERRACE
HANSON DR.
SUNSET
WEST HILL RD.
OETJEN DR.
STAMM LN.
POPLAR DR.
MORRIS ST.
EASY ST
CORVALLIS-NEWPORT HWY. NO. 33
NO. 33
M.P. 54.98
COUNTRY CLUB WAY
GROVE LANE
MARTIN AVE
KNOLLBROOK WAY
LONG AVE
WILLAMETTE AVE.
CHEMEKETA AVE.
WHITEOAK DR.
VISTA
HOAGLAND LN.
ALLEN LANE
EDGING LN.
Mill
WEST LANE
HOPKINS LN.
CUMMINGS LN.
AVERY LN.
THOMAS
NO. 1 W.
TWIN OAK DR.
PARK VIEW
CHAPMAN LN.
GALLAGHER RD.
VERA ST.
VICA PL.
CHESTER ST.
BRIDGEWAY NORTH
BRIDGEWAY SOUTH
LILY LANE
MAYBERRY LANE
CRAIG LN.
DIEDRICH LN.
STONE LN.
LINCOLN LANE
VIEWMONT LN.
HWY.
M.P. 83.41 HWY 1W
M.P. 10.10 HWY. 51C
M.P. 0.00 HWY. 51C
M.P. 0.18 HWY 51
M.P. 0.12W.
M.P. 0.12
CORVALLIS - LEBA
ROCK POND
LANE
IRELAND
BENTON CO.
LINN CO.
WILLAMETTE
M.P. 55.98 HWY 33
M.P. 54.98N HWY. 1W
F.A.S.T.
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34

Division II
TRAFFIC SIGNAL WARRANT COMPARISON*

Item	14th & Monroe		9th & Jefferson	
	Min. Warrant 1/	Observed Conditions	Min. Warrant	Observed Conditions
Minimum Vehicular Volume Warrant:				
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	500	618	500	265
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	150	135	150	105
Interruption of Continuous Traffic Warrant:				
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	750	618	750	265
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	75	135	75	105
Minimum Pedestrian Volume Warrant:				
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	600	618	600	265
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	150	23	150	2
Accident Experience Warrant:				
Preventable Accidents (Last 12 months)	5	6	5	5

*The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for

1/Monroe Street has left-turn refuges and 14th Street, south of Monroe, has a right-turn lane to Monroe. considered in determining the minimum warrant.

2/Circle Drive, west of 9th, has a right-turn only lane to 9th Street. This additional lane was not con warrant.

14th & Monroe		9th & Jefferson		9th & Circle		US99W & Circle(Seavy)	
Min. Warrant 1/	Observed Conditions	Min. Warrant	Observed Conditions	Min. Warrant 2/	Observed Conditions	Min. Warrant	Observed Conditions
500	618	500	265	350	278	350	262
150	135	150	105	105	139	105	150
750	618	750	265	525	278	525	262
75	135	75	105	53	139	53	150
600	618	600	265	420	278	420	262
150	23	150	2	105	0	105	1
5	6	5	5	5	3	5	8

Manual on Uniform Traffic Control Devices for Streets and Highways.

th of Monroe, has a right-turn lane to Monroe. These additional lanes were not

9th Street. This additional lane was not considered in determining the minimum

FORM E-80X—50M—1-65 SP°19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 17, 1966

To: Mr. Val P. Johnson
Traffic Control Engineer
D E P A R T M E N T

SUBJECT: Request for Traffic Signal Study
Various Intersections
Corvallis

Reference is made to your February 24 letter in which you asked that we make traffic signal studies at several intersections in Corvallis and report to you prior to March 18.

As a part of the investigation we had manual 16-hour traffic counts made. Two of these counts appear to have real "sour" data when compared to machine counts taken last year for the Corvallis Area Transportation Study. Because of this we have arranged for a new set of counters to recount these intersections. This means that we will be unable to have a report to you by March 18th.

The last recount will be finished at 10:00 p.m. on March 22. Allowing for mail time, summarizing time, analyzing time and report writing time, we should have a report to you on March 28. I hope that this will be satisfactory.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:RDT:cp

RECEIVED
FEB 23 1966
FOR FILING
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7072

February 21, 1966

Mr. Anton Groh
Public Works Director
City Hall
Corvallis, Oregon

Dear Mr. Groh:

We have your letter of February 17 requesting a study of the intersections of 14th and Monroe Streets, Ninth and Jefferson Streets, Ninth and Circle Drive, and Highway 99W and Circle Drive for possible installation of traffic signals. You also call our attention to problems on Harrison Street between 29th and 30th Streets.

We are referring your letter to our Traffic Engineer for investigation and report, after which we will again communicate with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)

jwa

PHONE 753-7339

City of Corvallis

HOME OF OREGON STATE UNIVERSITY
CORVALLIS, OREGON 97330

OFFICE OF THE PUBLIC WORKS DIRECTOR

February 17, 1966

2920

FEB 18 66

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

At their last meeting the City Council took action on requesting a study of several intersections in the city for possible traffic signal justification. These are located as follows:

1. 14th and Monroe Streets
2. 9th and Jefferson Streets
3. 9th and Circle Drive
4. Highway 99W and Circle Drive

This last location deserves additional attention and an intersection study should be made. It is immediately adjacent to and parallels the third location, 9th and Circle Drive, where considerable improvements were made recently by way of providing acceleration and deceleration lanes. However, at Highway 99W and Circle Drive, a normal intersection exists.

A fifth problem exists on Harrison Street between 29th and 30th Streets. Harrison Street has been widened to 29th Street and necks down west of this intersection. A 24-hour traffic count was taken November 9 & 10, 1965 with results as shown on the attached diagrams, Harrison Street east of 30th, having a net volume of 8,855 vehicles.

The City of Corvallis, as in the past, can arrange for traffic counts and hand counts of turning movements if required, following your preliminary appraisal of these problems.

Your assistance would be appreciated.

Very truly yours,

Anton Groh
Public Works Director

RECEIVED
FEB 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

AG:bg
Enclosure: Traffic Volume Count

cc: City Manager

103-1117	Wash. St. (Ore.213) at 14th & 15th Sts. in Ore. City.	1967
#7073	(Traffic Signal)	

C&A 3361

RECEIVED
JUL 18 1968
FOR FILING

103-1117

7073

July 18, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,260 will be made to Graham Electric Co. on Contract No. 7073 for traffic signal installations on Washington Street (ORE 213) at 14th and 15th Streets in Oregon City on the Cascade Highway in Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $15,360, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

bc C. H. Maison
Attn: John Herr

RECEIVED
AUG 9 - 1968
FOR FILING
IC 3-1117
7073

July 10, 1968

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 7073 for traffic signal installations on Washington Street at 14th and 15th Streets in Oregon City.

After careful consideration, the Commission granted you an extension of 42 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc L. W. Rulien
J. K. Wilson
L. H. Young
Ivan Merchant
C. H. Maison

Form E-400—3M—2-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date April 3, 1968

Gentlemen:

We, the undersigned, respectfully request an extension of 43 days time, from 2/14, 1968, to 3/29, 1968, within which to complete our Contract No. 7073, described as follows:

The above request is based upon the following reasons:

Delay in delivery of Automatic Signal Controller.
Please refer to copy of Econolite letter to Graham Electric Co. dated 2/8/68 and forwarded to Mr. J.X. Wilson under cover dated 2/12/68

RECEIVED
APR 10 1968
R.S. UNIT

Respectfully submitted,

Graham Electric Co.
Contractor

By Dan C. Schierman
Dan C. Schierman

CONSENT OF SURETY

Date April 5, 1968

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

James F. Darby
James F. Darby
Attorney-in-fact

(SEAL)

Resident Agent

State Printing 78755

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JUN - 3 1968
AM PM
1,2,3,4,5,6,7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7073 Contractor Graham Electric Co.

Highway Cascade

Section Washington St. (ORE 213) at 14th & 15th Sts. (Oregon City)

Kind of Work Traffic Signal Installations

It is recommended that such extension be granted as requested under the following terms and conditions:

Grant 42 day extension without assessment of liquidated damages account delay in manufacture and delivery of controllers due to Department of Defense priority orders in controller manufacturing plant.

Recommended for Approval:

Allan H. Swartz
Asst
Division Engineer

Ivan V. Marchant
~~Construction Engineer~~ or Bridge Engineer

O. M. Edwards
Asst
State Highway Engineer

Contract No. 7073

Project designation State
State—Federal

Date awarded 8-7-67

Work started November 2, 1967

Per cent completed 100% 3-28-68
Date

Specified ~~completion date~~ 180 Calendar Days

Previously extended to None

~~Extension~~ requested to ~~3/29/68~~ 42 Calendar days

ECONOLITE
[illegible] Place North - Seattle, Washington [illegible]
MElrose 3-2155

February 8, 1968

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Attention: Mr. Schierman

Re: Your P.O. #1825
Oregon State Highway Dept.
Wash. St. (O[illegible]. 213) @ 14th. & 15th. Sts.
Traffic Signal Installation

Dear Mr. Schierman:

As per your request, we have checked with Automatic Signal Division regarding delivery date of the control equipment for the subject project. We have received word that they will ship this equipment by March 15, 1968 . They also said they will try to improve upon that date and will keep us informed. We very much regret the delay in this delivery schedule, but would like to point out some of the reasons behind it.

For the past year our Engineering Department has had an extremely high overload of orders for custom-built intersection controllers, such as the one for the above named job. As each of these is different, this type of order requires many hours of design and engineering before the equipment can be manufactured.

About the same time as this heavy workload started, the Vietnam situation created a demand for additional engineers, designers and draftsmen. Our factory is located in an area where the scientifically oriented military product organizations have completely drained the labor market of this type of personnel.

Compounding this personnel problem, we have been faced with the same problem plaguing the entire electronic industry, namely, extensive delays in the delivery of electronic components. Deliveries which took four weeks a year ago are now taking twelve to sixteen weeks and longer. The bulk of this problem rests with the large amount of material which must be made available to the military orders with priority ratings. To alleviate this problem, we have increased our inventory by about 70% and are beginning to feel the benefits of this.

We again would like to state that we are sorry that we were unable to meet our estimated shipping date on this container, but want to assure you that every effort was made to get it shipped at the earliest possible date.

Thanking you for this opportunity to be of service, we remain,

Very truly yours,

Lawrence E. Keyser

Lawrence E. Keyser
Regional Manager
ab

REC
FEB 13 1968
REG.

RECEIVED
JUN 20 1968
FOR FILING
103-1117
7013

June 19, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 9, 1968 meeting

Gentlemen:

Graham Electric Company, contractor for the construction of traffic signals at the intersections of Washington Street (ORE213) and 14th and 15th Streets in Oregon City, Clackamas County, Contract No. 7073, has requested that he be granted an additional 43 calendar days to complete the contract work without assessment of liquidated damages. The contractor's reason for failure to complete the work on time was delay in delivery of controller equipment.

The contract allotted 180 calendar days to complete the work, which forecast a completion date of February 14, 1968. The work was actually completed March 27, 1968, with 222 calendar days charged through to completion. This is an overrun of 42 calendar days.

The contractor has furnished evidence that manufacture and delivery of the controllers were delayed by Department of Defense priority orders in the manufacturing plant. This is considered an extenuating circumstance beyond the control of the contractor.

I recommend that the contractor be granted an extension of 42 days without the assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

CAG:jf jko

RECEIVED
JUN 10 1968

103-1117
1673

June 10, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 27, 1968, on Contract No. 7073. The contract was with Graham Electric Company and was for traffic signal installations on the Washington Street (ORE213) at 14th and 15th Streets (Oregon City) Section of the Cascade Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 10, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jko

RECEIVED
JUN 11 1968
FOR FILING
103-1117
7073

June 10, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7073 awarded to Graham Electric Company for traffic signal installations on Washington Street at 14th and 15th Streets on the Cascade Highway in Clackamas County was completed on March 27, 1968, and accepted by the Highway Commission on June 10, 1968.

Final payment in the amount of $1,018.50 will be released to the contractor after June 17, 1968. The total contract amount is $14,100 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

L. H. Young
C. H. Maison
Attn: John Herr

10.3-1117

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Washington St. (Ore 213) at 14th & 15th Sts. (Oregon City)		WEEK ENDING: December 23, 1967
		SECTION PREFIX: 103-1117
HIGHWAY: Cascade		COUNTY: Clackamas
NAME OF JOB: Wash. St. @ 14th & 15th Sts. (Ore. City)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Graham Electric	CONTRACT NUMBER: 7073	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: November 2, 1967	ESTIMATED COMPLETION DATE: February 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 127
PROJECT AUTHORIZATION: $ 17,088.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 71%
EXCLUSIVE OF ENGINEERING: $ 15,873.55	ENGINEERING AUTHORIZATION: $ 1,215.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 25%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,873.55	ENGINEERING COST TO DATE: $ 750.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 23%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 62 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December 17 SUNDAY	Rain & Snow	1		
18 MONDAY	Cloudy	1		
19 TUESDAY	Snow	1		
20 WEDNESDAY	Overcast	1		
21 THURSDAY	Snow to Rain	1		
22 FRIDAY	Rain	1		
23 SATURDAY		1		

Routing: Morgan, Decker, Bond, Barbeau, Walker, Glenn, Swan, Pease, Morelock, Scott, Litchfield, Olsen

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 26 1967
CONSTRUCTION
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December SUNDAY 17	No Activity This Week.
MONDAY 18	
TUESDAY 19	
WEDNESDAY 20	
THURSDAY 21	
FRIDAY 22	
SATURDAY 23	

REMARKS

Status:

All Pole footings are poured, conduit is in place and poles are stored near the project. The contractor does not plan to work on the project until after January 1, 1968; at which time he will set poles.

SIGNED Charles Lobaugh LOCATION West Linn

Charles Lobaugh Ass't Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 23 1967
COMMISSIONERS

GLENN E. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1967

103-1117

7073

Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7073 for traffic signal installations on Washington Street (ORE 213) at 14th and 15th Streets in Oregon City on the Cascade Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
AUG 9 1967
FOR FILING

103-1117
7073

August 8, 1967

Grahen Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

Inclosed are three copies of Contract No. 7073 for $15,190.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for traffic signal installations on Washington Street (ORE 213) at 14th and 15th Streets in the City of Oregon City on the Cascade Highway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 19, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Inclosures

bc Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
J. X. Wilson

RECEIVED
JUL 3 1 1967
FOR FILING
103-1117
7073

MISC. CONTRACTS and
AGREEMENTS No. 5141

Agenda
4 S

June 14, 1967

5147

City of Oregon City
City Hall
Oregon City, Oregon 97045

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersections of Washington Street (Cascade Highway) with 14th and 15th Streets in Oregon City.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall

RECEIVED
MAY 16 1967
FOR FILING

103-1117

Fred W. Hill, Member
Helix 7073

May 15, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Oregon City for the installation of traffic signals at the intersections of Washington Street (Cascade Highway) with 14th and 15th Streets in that city.

The agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost of the installation and to care for future maintenance and power consumption. The total estimated cost of the project is $20,000. This is a safety project and the State's share ($10,000) shall be taken from State Construction Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
C. H. Maison
J. J. Gix
L. A. Rulien

VPJ:njc fn

106-4230 Coquille R. Drawbridge 1967
Maintenance Painting.

#7074

RECEIVED
NOV 3 - 1967

FOR FILING:
106-4230
7074

November 2, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7074 awarded to Industrial Painting and Sandblasting Company for maintenance painting of the Coquille River Drawbridge on the Coquille-Bandon Highway in Coos County was completed on September 28, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $800 will be released to the contractor after November 9, 1967. The total contract amount is $16,414.19 including $414.19 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Industrial Painting and
Sandblasting Company
1906 Monroe Street
Milwaukie, Oregon 97222

C. A. Tomassone & Sons
520 S.W. 6th Avenue
Portland, Oregon 97204
L. E. Young

C. H. Maison Attn: John Kerr

RECEIVED
NOV 2 - 1967
FOR FILE

106-11230
1074

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 28, 1967 on Contract No. 7074. The contract was with Industrial Painting and Sandblasting Company and was for the maintenance painting of the Coquille River Drawbridge on the Coquille-Bandon Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan D. Merchant
L. H. Young
L. R. Chandler

FORM E

RECEIVED
AUG 21 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

106-4230

7074

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 21, 1967

Industrial Painting and Sandblasting Co.
1906 Monroe Street
Milwaukie, Oregon 97222

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7074 for maintenance painting of the Coquille River Drawbridge in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

C. A. Tomassene & Sons
520 S. W. 6th Avenue
Portland, Oregon 97204

flm

RECEIVED
AUG 10 1967
FOR FILING

106 - 4230

7074

August 9, 1967

Industrial Painting & Sandblasting Company
1906 Monroe Street
Milwaukie, Oregon 97222

Gentlemen:

Enclosed are three copies of Contract No. 7074 for $16,000.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for maintenance painting on the Coquille River Drawbridge on the Coquille-Bandon Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis
E. S. Hunter
L. R. Chandler
Eugene Ash

6-4231 Bullards Bridge Maintenance Painting 1967

#7075

RECEIVED
FEB 5 - 1968
FOR FILING

-1231

76 10

January 24, 1968

Mr. Gary B. Goff
Northwestern Mutual Insurance Co.
334 Pacific Building
Portland, Oregon 97204

Dear Mr. Goff:

I have been handed for reply your letter of Jan. 18, 1968, addressed to Mr. Forrest Cooper, with respect to the state furnishing the names of liability carriers for contractors performing public contracts.

There is no provision in the law which requires a contractor working on a state or public contract to furnish the name of his insurance carrier to the state. The law does require, however, that a contractor doing public work in excess of $500 must furnish a faithful performance bond for the public contract.

As a part of the contract the contractor agrees with the state to pay all claims, wages, salaries and other costs involved in the contract, and, of course, his surety agrees to pay these items if the contractor fails to do so.

Since the contractor has agreed to make good these items arising out of the contract and to protect the state from such claims, and the surety has likewise agreed to see that the contractor performs, the legislature has apparently never found it necessary to require contractors to furnish the name of their insurance carrier to the state.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
G. E. Rohde

R. NOTH
P. [illegible]ER

NORTHWESTERN MUTUAL INSURANCE COMPANY
NORTHWESTERN SECURITY INSURANCE COMPANY
SEATTLE • WASHINGTON

OREGON DIVISION
DISTRICT CLAIM OFFICE
334 PACIFIC BUILDING
PORTLAND, OREGON 97204
PHONE: 228-9553
C. E. (BUD) SEE, MANAGER

January 18, 1968

REFERRED TO
McLaney
BY DEPUTY STATE HIGHWAY ENGINEER
Will you answer please

Mr. Forrest Cooper
Chief Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Claim No. : 25-51902
Insured : Eleanor G. Kass
D/Loss : 9/25/67

Dear Mr. Cooper:

Bud See, our Portland District Claims Manager, asked me to check with you about whether or not there is a State requirement for a bridge painting contractor who paints for the State to furnish the State with the name of his liability insurance carrier in advance of beginning his work.

We have had considerable difficulty in attempts to subrogate against B-G Paint Comapny, 16640 14th Street, Seattle, on overspray paint losses we have paid and Floyd Query was unable to furnish us with the name of the liability carrier-only the performance bond carrier.

We really appreciate Mr. Query's efforts and don't wish to criticize him in any way.

We just wanted to ask you if the State should legally have this liability carrier information.

Your comments will be appreciated. Bud See sends his regards.

Sincerely,

PORTLAND CLAIMS OFFICE

Gary B. Goff

GBG:rmd

Orig to McKinney
1-19-68

RECEIVED
JAN 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1967
FOR FILING
6-4231
7075

December 26, 1967

Northwestern Mutual Insurance Company
234 Pacific Building
Portland, Oregon 97204

Attention: Mr. Gary B. Goff

Gentlemen:

We have your letter of December 21 addressed to F. D. Morrison, Division Office Engineer in Roseburg, concerning B-G Paint Company's Contract 7075 for painting on Bullards Bridge.

The United States Fidelity and Guaranty Company through Paul F. Nolan, Oregon Bank Building, Portland, furnished the performance bond for this contract. This bond is provided to assure completion of the contract and payment for labor and materials used on the job.

We do not know the name of B-G Paint Company's liability surety.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

NORTHWESTERN MUTUAL INSURANCE COMPANY
NORTHWESTERN SECURITY INSURANCE COMPANY

SEATTLE · WASHINGTON

OREGON DIVISION
DISTRICT CLAIM OFFICE
334 PACIFIC BUILDING
PORTLAND, OREGON 97204
PHONE: 228-9553
C. E. (BUD) SEE, MANAGER

December 21,1967

State of Oregon
State Highway Dept.
Salem, Oregon 97310

Attention: Mr. F. D. Morrison
Division Office Engineer

Re: Claim No. : 25-51902
Insured : Eleanor G. Kass
D/Loss : 9/25/67

Dear Mr. Morrison:

We have tried twice to contact B-G Paint Company, 16640 14th Street, Seattle, Washington, 98166, in regard to an overspray loss on our insured's car on September 25, 1967. They refuse to reply.

On this date they were painting on the Bullards Bridge, Contract No. 7075.

Can you please send me the name and address of their insurance carrier so we can present our claim to a responsive party.

Thank you.

Sincerely,

PORTLAND CLAIMS OFFICE

Gary B. Goff

GBG:rmd

RECEIVED
DEC 26 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1967
FOR FILING

6-4231
7075

November 17, 1967

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7075 awarded to B-G Paint Company for maintenance painting on the Bullards Bridge of the Oregon Coast Highway in Coos County was completed on October 20, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $1,372.00 will be released to the contractor after November 27, 1967. The total contract amount is $19,600.00 and no work was performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

go

cc: B-G Paint Company
16640 14th Street
Seattle, Washington 98166

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
FILING
6-4231
7C 15

November 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 20, 1967, on Contract No. 7075. The contract was with E-O Paint Company and was for maintenance painting on the Ballards Bridge on the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective November 16, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

srb fn

6-4231

FORM E-1 REV (2-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bullards Bridge		WEEK ENDING: October 21, 1967
		SECTION PREFIX: 6-4231
HIGHWAY: Oregon Coast		COUNTY: Coos
NAME OF JOB: Bullards Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: B-G Paint Co.	CONTRACT NUMBER: 7075	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8/7/67	DATE WORK STARTED: 8/18/67	ESTIMATED COMPLETION DATE: October 20, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 110	CALENDAR DAYS USED: 61
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 55.5%
PROJECT AUTHORIZATION: $ 22,162.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 20,586.50	ENGINEERING AUTHORIZATION: $ 1,576.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,586.50	ENGINEERING COST TO DATE: $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 190 %	DATE PROJECT WAS COMPLETED: October 20, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup, 125 CFM compressor, paint pot and 2 spray guns.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Clear			
MONDAY 16	Clear			
TUESDAY 17	Clear			
WEDNESDAY 18	Rain			
THURSDAY 19	Clear			
FRIDAY 20	Clear			
SATURDAY				

Morgan — Routing
Decker
Bond — Pease
Barbee — Morelock
Walker — Trout
Glenn — Scott
Swan — Wills
Litchfield
Olson

RECEIVED
OCT 23 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 15	No work.
16 MONDAY	No work.
17 TUESDAY	No work.
18 WEDNESDAY	2 Men hand painting final green coat for 3 hours. Rain in late afternoon.
19 THURSDAY	2 Men spray painting final green coat on South truss. Picked up most of holidays and flatten paint.
20 FRIDAY	2 Men painted counterweights with P.V.A. and also curb on South truss. Cleaned windows on Control Cabinet House. Cleaned lenses on navigation lights. Took down contractors signs for project. Picked up some holidays and brush painted ladders.
SATURDAY 21	

REMARKS

John Quiner inspected project about 2 p.m. on October 20th. Contractor had to clean navigation lights on lift span piers and left job at 3 p.m.

Semi-final estimate and records will be submitted to the Division office by October 27th. No further report will be submitted.

SIGNED Eugene H. Ahl LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FA18

RECEIVED
AUG 28 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6-4231
7075

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 28, 1967

B - G Paint Co.
16640 14th Street
Seattle, Washington 98166

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7075 for maintenance painting of the Bullards Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon

RECEIVED
AUG 9 1967
FOR FILING

6-4231

August 9, 1967

B - G Paint Co.
16640-14th Street
Seattle, Washington 98166

Gentlemen:

Enclosed are three copies of Contract No. 7075 for $19,600.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for maintenance painting on the Bullards Bridge on the Oregon Coast Highway in Coos County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
George Thornton

8-4211 Rhinehart Creek Bridge 1967
Maintenance Painting
#7076

RECEIVED
NOV 20 1967
PUBLIC HEARING

8-4211
7076

November 17, 1967

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7076 awarded to J. E. Brown Company for maintenance painting on the Rhinehart Creek Bridge on the Oregon Coast Highway in Curry County was completed on September 6, 1967, and accepted by the Highway Commission on November 16, 1967.

Final payment in the amount of $436.90 will be released to the contractor after November 27, 1967. The total contract amount is $13,769.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: J. E. Brown Company
1000 S. E. 12th Avenue
Portland 14, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 17 1967
8-4211
1076

November 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 6, 1967, on Contract No. 7076. The contract was with J. E. Brown Company and was for maintenance painting of the Rhinehart Creek Bridge on the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective November 16, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

srb fn

8-4211

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rhinehart Creek Bridge		WEEK ENDING: September 22, 1967
		SECTION PREFIX: 8-4211
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Rhinehart Creek Bridge	KIND OF WORK: Maintenance Painting	
CONTRACTOR: J. E. Brown Co.	CONTRACT NUMBER: 7076	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: August 8, 1967	ESTIMATED COMPLETION DATE: September 6, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 110	CALENDAR DAYS USED 17
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 15.5%
PROJECT AUTHORIZATION: $ 9,942.75	ENGINEERING AUTHORIZATION $ 707.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 9,235.71	ENGINEERING COST TO DATE $ 2,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,769.00		DATE PROJECT WAS COMPLETED: September 6, 1967
ESTIMATED PERCENT: OVERRUN 49 %	PERCENT OF AUTHORIZATION 353.6 %	

FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE: Sand Blasting (GRADING)	OIL AND/OR PAVE.: Red Lead Painting (SURFACING)	MAT'L. PROD.: Finish Coats (MAINTENANCE MATERIALS)	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				100%	100%	100%		
TOTAL QUANTITIES CORRECTED TO DATE				100%	100%	100%		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				100%	100%	100%		
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

None Project Completed

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Docker
Bond
Barbee
Walker
Chinn
Swan
Stone
Litchfield
Crawford

RECEIVED
SEP 27 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed September 6, 1967, Semi-final was submitted September 22, 1967. This will be the FINAL REPORT.

Al Rear, Asst. Br. Engr., and John Quiner, Asst. Div. Engr., were on project and made final inspection Tue. Sept. 19, 1967.

SIGNED George T. Thornton LOCATION Bandon, Oregon

George T. Thornton, Res. Br. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP°F216

RECEIVED
SEP 14 1967

FORM E-30X—50M—7-66

SP*23811-734

FOR FILING
8-4211
7076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
P.O. Box 1128
Roseburg, Oregon 97470

It is noted that engineering charges on the projects listed below are overrunning considerably:

Job	Engineer	% Job Complete	% Engr. Expended
Rhinehart Creek Bridge	Thornton	100	303
Ophir Safety Rest Area	Holland	16	68
Thomas Creek Bridge	Thornton	86	155
North Hill-Deer Creek	Hagedorn	10	53
Sutherlin	Hagedorn	100	263
Gardiner Hill	Hackleman	60	107

Please take immediate steps to see that future charges on these jobs are held to an absolute minimum and advise this office of the action taken.

F. D. Morgan
Construction Engineer

cc: F. B. Klaboe

RECEIVED
SEP 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 - 1967
FOR FILING

8-41211
7076

September 6, 1967

ngcndH
/c-31-67
3b-2

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Rhinehart Creek Bridge maintenance painting on the Oregon Coast Highway in Curry County appears inevitable. This is a State project under contract to J. E. Brown Company, Contract No. 7076.

The original authorization was $9,942.75 and it now appears that the final cost will be $16,493.11 or an overrun of 66 percent. This overrun is caused by the necessity of increasing the amount of work covered by this contract and a subsequent increase in engineering costs for inspection of the additional work. Due to lack of adherence of the existing paint to the structural steel, it has been found necessary to remove all existing paint, sandblast all structural steel, and completely repaint the steel instead of doing a spot cleaning and painting job as originally specified.

#6,550.36

This matter will be on the agenda for the October 31 meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
L. R. Chandler

RWE:jf kf

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 28, 1967

To: Mr. Ivan Merchant
Bridge Engineer
Salem

SUBJECT: Rhinehart Creek Bridge
Oregon Coast Highway
Contract No. 7076
Curry County

Enclosed herewith is an Expected Overrun of Project Authorization for the subject project. Also enclosed is a copy of the letter from George Thornton, Resident Bridge Engineer, explaining the reason for this overrun. The overrun of this project is a result of renegotiating the contract to sandblast structure 100% with three full coats of primer, one full stripe coat and two full finish coats of green. It was discovered after starting to work that the existing paint was completely loose and could be peeled off by hand.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bandon, Oregon
August 21, 1967

To:

L. R. Chandler
Division Engineer
Roseburg, Oregon

SUBJECT: Expected Overrun of
Project Authorization
Rhinehart Creek Bridge
Oregon Coast Highway
Curry County
Contract No. 7076

Herewith submitted for your approval are 5 copies of "Report on Expected Overrun of Project Authorization" for the above named contract project.

This additional cost is due to an adjustment of the contract amount because of unanticipated additional work required to obtain a satisfactory job.

Originally the Special Provisions required three spot coats and one stripe coat on areas cleaned to bare metal, with one full coat of finish green on all areas. After adjusting thecontract amount and revising the Special Provisions, the requirements are now to sand-blast all areas, three full coats primer, one full stripe coat and two full finish coats of green.

Due to this extra work the engineering costs will also be affected as noted in the revised amount.

George T. Thornton
George T. Thornton
Resident Bridge Engineer

cc File

ROSEBURG DIVISION
RECEIVED
AUG 24 1967
DE | ADE | ADE
Assign ..... for .....

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bandon, Oregon
August 8, 1967

To:

SUBJECT: Rhinehart Creek Bridge
Oregon Coast Highway
Maintenance Painting
Curry County

Memo to the files:

On Mon. August 7, 1967, Rockne Luckman, State paint inspector, and the writer, met at Rhinehart Creek job site for a hastily arranged conference with the contractors representative, Sam Parkinson, superintendent for the project.

The contractor had moved samdblasting and painting equipment to the job site on Sunday August 6, began rigging staging Mon., and informed this office Mon. morning that he would possibly need an inspector on the job that afternoon.

After arriving at the job site the contractors proposed plans of operations were discussed.

It was brought out in this discussion that the contractor planned on lightly dusting off all steel with sandblasters instead of employing the use of a steam cleaner as stated in the special provisions. He said that he didn't know a steam cleaner was required and requested that this method be imployeed in leu of steam cleaning. Informed him that it was doubtful as it was specifically stated that all structural steel be steam cleaned.

Rhoda Paint Co. in Portland will supply the paint, commercial sand will be used for sandblasting, and suppliers have been notified of the required certifications for their products.

No traffic interruptions are anticipated as staging will be hung from the handrails or placed on cables below the bridge deck.

The parking area at the NE end of the structure will be used as a storage area. There is sufficient room for all of the contractors equipment to be parked and kept away from the travel lanes of the highway.

Contractor identification signs had been erected but they were neither a legal type nor were they set a sufficient distance from the work area. Mr. Parkinson said he correct this immediately as he had a proper set of signs with him.

It was also noted at this time that a large portion of, at least the finish coat of paint, was loose and would probably have to be removed.

RECEIVED
AUG 11 1967

George T. Thornton
Res. Br. Engr.

cc: Files
John QuinerII

RECEIVED
AUG 24 1967
FOREMAN

FORM S-123

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ONSLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-4211
7076

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 23, 1967

J. E. Brown Co.
1000 S. E. 12th Avenue
Portland 14, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7076 for maintenance painting on the Rhinehart Creek Bridge on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.
cc General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

8-4211

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Shinehart Creek Bridge Date August 21, 1967

Highway Oregon Coast Contract No. 7076

County Curry Kind of Work Maintenance Painting Contractor J. E. Brown Co.

	Authorized	Estimated
Contract Amount	$8,738.00	$13,769.00
Anticipated Items	100.00	100.00
Contingency (4½%)	397.72	624.11
Engineering	707.34	2,000.00
Credits	0.00	0.00
PROJECT COST	9,942.73	16,493.11
NET INCREASE $		6,550.36

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) P. A. #1 Adjust Contract Amount	$5,031.00	+5,031.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 10-31-67

Principal reasons for overruns (Continue on reverse side): Contract amount was renegotiated due to additional work being required to obtain a satisfactory job. Work now consists of sandblasting all areas and six coats of paint instead of spot blasting steel and five paint coats.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by George T. Hamilton Resident Engineer

Noted by Construction or Bridge Engineer

Confirmed by John C. Conner Division Engineer

Noted by Deputy or State Highway Engineer

SP*25700-734

RECEIVED
AUG 9 1967
FOR FILING
8-4211
7076

August 9, 1967

J. E. Brown Company
1000 S.E. 12th Avenue
Portland 14, Oregon

Gentlemen:

Enclosed are three copies of Contract No. 7076 for $8,738.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for maintenance painting on Rhinehart Creek Bridge on the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Frank Morgan
L.H. Young
I. D. Merchant
C. D. Matthis
L. R. Chandler
George Thornton
E.S. Hunter

14-8307 Parkdale Rock Prod. Proj. 1967
on Mt. Hood Hwy. South of
#7077 Hood River

RECEIVED
NOV 22 1967
FOR FILING
14-8307
7077

November 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1967, on Contract No. 7077. The contract was with Max J. Kuney Company and was for rock production on the Parkdale Rock Production Project on the Mount Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Ebyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb fn

RECEIVED
NOV 22 1967
FOR FILING

14-8307
7077

November 22, 1967

General Insurance Company
of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7077 awarded to Max J. Kuney Company for rock production on the Parkdale section of the Mt. Hood Highway in Hood River County was completed on October 12, 1967, and accepted by the Highway Commission on November 22, 1967.

Final payment in the amount of $1,880.15 will be released to the contractor after November 30, 1967. The total contract amount is $45,655.15 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Max J. Kuney Company
North 120 Ralph Street
Spokane, Washington 99202

L. H. Young
C. H. Maison
Attn: John Herr

14-8307

7077

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Parkdale		WEEK ENDING: November 10, 1967
		SECTION PREFIX: 14-8307
HIGHWAY: Mount Hood		COUNTY: Hood River
NAME OF JOB: Parkdale Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Max J. Kuney	CONTRACT NUMBER: 7077	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 7, 1967	DATE WORK STARTED: Sept. 5, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 53
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 88
PROJECT AUTHORIZATION: $ 59,776.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 55,526.97	ENGINEERING AUTHORIZATION $ 4,250.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 45,655.00	ENGINEERING COST TO DATE $ 4,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 83
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 8 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: October 12, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,700 CY		
TOTAL QUANTITIES CORRECTED TO DATE			11,234 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Completed		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	~~OVERTIME~~ CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	Fair & Cool	0		
TUESDAY	Ptly. Cloudy & Mild	0		
WEDNESDAY	Rain-Mild	0		
THURSDAY	"	0		
FRIDAY	"	0		
SATURDAY		0		

Routing

Morlan — Pease

Decker — Morelock

Bond — Trout

Barbee — Scott

Walker — Wills

Glenn — Litchfield

Swan — Olson

RECEIVED
NOV 13 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Nov. 5	
MONDAY Nov. 6	Project Completed.
TUESDAY Nov. 7	Same
WEDNESDAY Nov. 8	Same
THURSDAY Nov. 9	Same
FRIDAY Nov.10	Same
SATURDAY Nov. 11	

REMARKS

Work on semifinal estimate completed and data transmitted to Division Office on Thursday.

- FINAL REPORT -

SIGNED Lewis L. Lewis LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 18 1967

ELLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

14-83C7
7077

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 18, 1967

Max J. Kuney Company
North 120 Ralph Street
Spokane, Washington 99202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7077 for the Parkdale Rock Production Project on the Mt. Hood Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon 97204

flm

RECEIVED
AUG 9 1967

14-8307

1177

August 9, 1967

Max J. Kuney Company
North 120 Ralph Street
Spokane, Washington 99202

Gentlemen:

Enclosed are three copies of Contract No. 7077 for $51,900.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for rock production on the Parkdale Section of the Mt. Hood Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis
J. F. Putnam
E. S. Scrivner

15-1151	Depot St. Intersection (Rogue R.) Sec. of the Rogue	1967
#7078	R. Hwy. (Sign. & illumination)	

RECEIVED
JUN 26 1968
FOR FILING

15-1151

7078

June 25, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7078 awarded to Steeck Electric Company for signing and illumination on Depot Street Intersection in the city of Rogue River of the Rogue River Highway in Jackson County was completed on December 13, 1967, and accepted by the Highway Commission on June 24, 1968.

Final payment in the amount of $2,378.65 will be released to the contractor after July 2, 1968. The total contract amount is $6,538.31 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 26 1968
FOR FILING
15-1151
70 18

June 24, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed December 13, 1967, on Contract No. 7078. The contract was with Streck Electric Company and was for signing and illumination on the Depot Street Intersection (Rogue River) Section of the Rogue River Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 24, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Werrett Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Marchant
L. H. Young
C. T. Keasey

srb jko

RECEIVED
FEB 19 1968
FILING

15-1151
1078

January 24, 1968

Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

#8

Gentlemen:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 7078 for signing and illumination at the Depot Street Intersection in Rogue River.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an additional 17 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc
L. R. Chandler
Arvey Nelson
L. H. Young
Ivan Merchant
C. H. Maison

FILMED
JAN 17 1968
FILING
15-1151
7078

January 16, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 8
January 23, 1968 meeting

Gentlemen:

Steeck Electric Company, contractor for the construction of traffic signals at Depot Street Intersection (Rogue River) on the Rogue River Highway in Jackson County, Contract No. 7078, has requested that he be granted an additional 17 calendar days without assessment of liquidated damages in which to complete the contract work. The contractor cites extra work added to the contract, minor plan changes, and difficulty in obtaining certain materials as his reasons for failure to complete the work on time.

The contract was awarded August 7, 1967, allotting 100 calendar days to complete the work, which forecast a completion date of November 28, 1967. The work was actually completed December 13, 1967, with 115 days being charged through to completion.

Minor extra work added and minor plan changes did not in any way affect the contractor's construction progress. Delay in delivery of the poles did delay completion of the work, however, the contractor did not order the poles until two months after the award of the contract. If the poles had been ordered within a reasonable time, say 30 days after the award of the contract, the work could have been completed on time.

The reasons listed do not justify an extension of time without assessment of liquidated damages.

I recommend that the contractor's request be denied and that he be assessed liquidated damages for the 15 days overrun

in time which amounts to an assessment of $450.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
L. R. Chandler

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7078 Contractor Steeck Elec. Co.

Highway Rogue River

Section Depot. St. Intersection (Rogue River)

Kind of Work Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

Minor extra work added and minor plan changes did not affect [illegible] construction progress. Procuring materials in time to complete the work within time allotted is contractor's responsibility.

[illegible] DIVISION
JAN 7 - 19[illegible] PM
A.M.
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

John Cowgill Jr. Asst.
Division Engineer

Isaac V. Marchant
Construction Engineer or
Bridge Engineer

John Edwards Asst.
State Highway Engineer

Contract No.	7078
Project designation	State (State-Federal)
Date awarded	8-7-67
Work started	11-9-67
Per cent completed	100% 12-13-67 (Date)
No. of Workdays Allowed	100 Calendar Days
No. of Workdays Used	115 days (calendar)
No. of Added Workdays Requested	17

BP-0200-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-15-, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 100 days to 117 days, within which to complete our Contract No. 7078, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 3 days extra work constructing curb, 3 days extra to modify sign location, 1 day field work on sign relocation, 10 days caused because special dimensioned, steel pole stubs, are not standard stock items inthis area. We had difficulty finding this sma l account for 3 pole stubs and when it arrived we found that this steel tubing does not come with all the certified tests required by the State of Oregon so we had to wait an additional 14 days until the State Test report was approved,

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steeck
Herman Steeck, Owner

CONSENT OF SURETY

Date December 15, 1967

We, United Pacific Insurance Company

P.O. Box 1738, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Veren
Frank Veren Attorney-in-fact

(SEAL)

Donald L. Stoffel
Donald L. Stoffel Resident Agent

RECEIVED
AUG 23 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

15-1151
7078

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 22, 1967

Stoeck Electric Co.
1046 Court Street
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7078 for signing and illumination on the Depot Street Intersection (Rogue River) Section of the Rogue River Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
AUG 9 1967
FOR FILING
15-1151
7119

August 9, 1967

Steeck Electric Co.
1046 Court Street
Medford, Oregon 97501

Gentlemen:

Enclosed are three copies of Contract No. 7078 for $6,918.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for signing and illumination on the Depot Street Intersection (Rogue River) Section of the Rogue River Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Arvey Nelson

RECEIVED
MAY 25 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 24, 1967

15-1151
7078

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Safety Improvement Inventory Project
Rogue River Highway
City of Rogue River (Depot St.)
US99 - Highway No. 60
M.P. 8.81

Attached is a report from the Division on a safety inventory project at the intersection of the Rogue River Highway and Depot Street in Rogue River.

The inventory for this location lists the work as "Revise signs, install overhead lights". The cost shown is $10,000.

If you approve of the work as shown on the attached sketch plan, we will prepare plans to initiate a contract project.

copy of Report to → 5-25-67

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

Approved if cost is less than 10 G

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1967
FORM E-30 BOH 3-65 SP*6470-734
FOR FILES

15-1151

7078

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 13, 1967

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Inventory of Safety Projects
Intersection of Depot Street and Rogue River Highway
City of Rogue River

The collision diagram attached shows the detailed accident pattern for the intersection of Depot Street and the Rogue River Highway in the City of Rogue River. This location was listed on our official inventory of safety projects with the work shown as "upgrade signs and install illumination".

From the accident pattern it does not indicate that this work would help conditions on this section of highway. The accidents are scattered throughout this section, resulting, I would guess, from access into and out of the highway.

I would recommend that we remove this project from our safety inventory. If you approve, there is attached a suggested draft to the Bureau indicating this.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

Bud - This is a good suggestion. Proceed

Copy to L-1467

RECEIVED
APR 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

15-1622 Vilas Rd. at Crater Lake Hwy.,North of Medf. (Signal) 1967

#7079

QH 3357

RECEIVED
AUG 9 - 1968

FOR FILING
15-1622
7079

July 10, 1968

Stasek Electric Company
1046 Court Street
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 7079 for traffic signal installation on Vilas Road at the Crater Lake Highway in Jackson County.

After careful consideration, the Commission granted you an extension of 77 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
Arvey Nelson
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
JUL 18 1968
FOR FILING

15-16-22

7079

July 18, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,310 will be made to Steeck Electric Co. on Contract No. 7079 for traffic signal installation on Vilas Road at Crater Lake Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $13,590 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Steeck Electric Co.
1046 Court Street
Medford, Oregon 97501

bc C. H. Maison
Attn: John Herr

RECEIVED
JUN 28 1968
FOR FILING

15-1622

1119

June 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 22, 1968, on Contract No. 7079. The contract was with Steeck Electric Company and was for a traffic signal installation at the intersection of the Crater Lake Highway and Viles Road in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 28, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
C. T. Kenney

srb jko

RECEIVED
JUN 28 1968
FOR FILING

15-11-22
1079

June 28, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7079 awarded to Steeck Electric Company for traffic signal installation on Vilas Road at the Crater Lake Highway in Jackson County was completed on March 22, 1968, and accepted by the Highway Commission on June 28, 1968.

Final payment in the amount of $907.80 will be released to the contractor after July 5, 1968. The total contract amount is $11,280.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 26 1968
FILE
15-1422
7/1

June 24, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
July 9, 1968 meeting

Gentlemen:

Steeck Electric Company, contractor for the construction of traffic signals at the intersection of the Crater Lake Highway and Vilas Road in Jackson County, Contract No. 7079, has requested that he be granted an additional 77 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in delivery of controllers and controller cabinets as his reason for failure to complete the work on time.

The contract allotted 120 calendar days to complete work which forecast a completion date of January 5, 1968. The work was completed March 22, 1968, with 197 calendar days charged through completion. This is an overrun of 77 days.

The contractor ordered all critical materials (poles, signal heads, controllers, et cetera,) on August 1, 1967, 14 days prior to the award of the contract, for delivery in 100 days which would make completion of the work well within the allotted time. The last of the critical materials (the controllers with their cabinets) were not delivered until March 20, 1968, 75 days after the expiration of the allotted time. Two additional days were required to install the controllers and complete the work. The contractor has furnished evidence that the manufacture and the delivery of the controllers were delayed by Department of Defense priority orders in the manufacturing plant. This is considered an extenuating circumstance beyond the control of the contractor.

I recommend that the contractor be granted an extension of 77 calendar days which will eliminate liquidated damages.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
C. T. Keasey

CAG:jf jko

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN - 7 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7079 Contractor Steeck Electric Co.

Highway Crater Lake

Section Vilas Road @ Crater Lake Hwy.

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Because of delay in delivery of controllers. This delay due to Department of Defense priority orders in controller manufacturing plant.

Recommended for Approval:

John Cowper Asst
Division Engineer

Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No.	7079
Project designation	State (State-Federal)
Date awarded	8-15-67
Work started	12-4-67
Per cent completed	100% 3-22-68 ~~4-25-68~~ (Date)
No. of Workdays Allowed	120
No. of Workdays Used	197
No. of Added Workdays Requested	77

SP*8296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 8, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from ..... days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From December 15 to December 19; from January 2, to January 11 because of delay in arrival of Signal Heads and brackets. (copy of letter and telegram enclosed)

From January 11 to March 23 because of delay in arrival of traffic signal controller and cabinet. (Copy of 2 letters enclosed)

Enclosed is a copy of our Purchase Order for signal equipment; please note it was ordered 25 days prior to award of contract.

Respectfully submitted,

STEECK ELECTRIC CO.
Contractor

By Herman Steeck
Herman Steeck, Owner

CONSENT OF SURETY

Date *April 8,* 19*68*

We, *UNITED PACIFIC INSURANCE COMPANY*

P.O. Box 1788, Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as su ety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Vevera Attorney-in-fact

(SEAL)

Donald L. Stathos
Resident Agent

15-1622 7079

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vilas Rd. at Crater Lake Highway		WEEK ENDING: December 22, 1967
		SECTION PREFIX: 15-1622
HIGHWAY: Crater Lake		COUNTY: Jackson
NAME OF JOB: Vilas Rd. at Crater Lake Highway	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Steeck Electric Company	CONTRACT NUMBER: 7079	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 15, 1967	DATE WORK STARTED: December 4, 1967	ESTIMATED COMPLETION DATE: December 30, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 116
PROJECT AUTHORIZATION: $ 15,176.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97%
EXCLUSIVE OF ENGINEERING: $ 14,097.05	ENGINEERING AUTHORIZATION $ 1,079.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 32%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 14,097.05	ENGINEERING COST TO DATE $ 287.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 32%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 27 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Boom Truck 2 - Pickup Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9790							
PERCENT	32%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	17	Cloudy - Windy - Snow		
MONDAY	18	Cloudy - Cool		
TUESDAY	19	Ptly Cldy - Cool		
WEDNESDAY	20	Cloudy - Cool		
THURSDAY	21	Cloudy - Cold		
FRIDAY	22	Cloudy - Cool		
SATURDAY	23			

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

CAUSE OF DELAY

Pease
Morelock
Trout
Scott
Wiht
Olson

RECEIVED
DEC 2 1967
CONSTRUCTION DIVISION
DEC 23 1967
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No Activity
MONDAY 18	Assembling and making up conduit runs and junction boxes on poles. Painted first coat of aluminum paint on poles.
TUESDAY 19	Wired one end of messenger cable run for span across Crater Lake Hwy. Pulling wire in poles. Connecting and wiring up junction boxes and terminal cabinets.
WEDNESDAY 20	Erected 2 poles on the east side of Crater Lake Hwy. and poles for advance warning signs. Stop Work Order placed in effect as of this date.
THURSDAY 21	No Activity
FRIDAY 22	No Activity
SATURDAY 23	

REMARKS

STATUS: Bases poured. Vehicle detector loops in place. All poles except the two strain poles on the west side of Crater Lake Hwy. erected. Span cables made up. Stop work order in effect as of 12-20-67.

NEXT WEEK: Paint poles, erect remaining two poles, and install signals if power company gets power lines moved.

cc: Traffic

Arvey Wilson

SIGNED by: [signature] LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 28 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

15-1622

7079

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 28, 1967

Steeck Electric Co.
1046 Court Street
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7079 for traffic signal installation on Vilas Road at Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

Encl.

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
SEP 19 1967
FOR FILING
15-1622
1079

August 15, 1967

Steeck Electric Company
1046 Court Street
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 7 accepted your proposal for traffic signal installation on Vilas Road at Crater Lake Highway in Jackson County for the sum of $13,490 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7079.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 26, 1967.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash., & Portland

L. R. Chandler
Arvey Nelson
Frank Morgan
L.H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 4 1967
FOR FILING
15-1622
7079

August 4, 1967

Mr. Robert J. Carstensen
Jackson County Engineer
County Courthouse
Medford, Oregon 97501

Dear Mr. Carstensen:

On July 27 bids were opened for the proposed traffic signal installation at the intersection of the Crater Lake Highway and Vilas Road.

The low bid for this project was $13,490. When the normal 12½ percent for engineering costs is added to the bid, the total estimated cost of the project becomes $15,176.

By the terms of the agreement covering this installation, the County is to pay one-half the installation cost. This would amount to $7,588. The County's deposit was $6,000.

Prior to the awarding of the contract, it will be necessary that the County deposit its check for an additional $1,588.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Floyd Query
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young
H. S. Cox

VPJ:ji ja

RECEIVED
JUL 31 1967
FOR FILING
15-1622
7079

June 14, 1967

Agenda
4 u

Jackson County Court
Courthouse
Medford, Oregon 97501

5148
5578
5510
5377

MISC. CONTRACTS and
AGREEMENTS No. 3359

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of the Crater Lake Highway and Vilas Road in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
MAY 16 1967
FOR FILING

15-1622
Fred W. Hill, Member
Malin
7079

May 15, 1967

5578
5510
5577

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Jackson County for the installation of traffic signals at the intersection of the Crater Lake Highway and Vilas Road.

The agreement provides that the State shall do the work, with the County agreeing to pay one-half the cost and care for future maintenance and power consumption. The total estimated cost of the project is $12,000 and the State's share ($6,000) shall be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
L. H. Chandler
C. H. Maison
H. S. Cox

VPJ:njc

RECEIVED
MAY 4 - 1967
FOR FILING
15-1622
7079

May 4, 1967

Jackson County Court
County Courthouse
Medford, Oregon

5528
5570
5577

Gentlemen:

This is in further regard to your letter of April 12 concerning the signing and signalization on the Crater Lake Highway.

We have completed our investigation in this section and it appears that measures short of the illumination will prove adequate for the proper direction of traffic. We will proceed to install additional delineation and make certain changes in the signing at the various intersections in this section.

The agreement covering the signalization of the Vilas Road intersection was forwarded to you following my April 18 letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler - Please proceed with improvements as per your recommendations.

VPJ:hm ja

F. B. Crandall
Ltd

FORM S-20 REV 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 28, 1967

To: L. R. Chandler
Division Engineer
O F F I C E

SUBJECT: Traffic Conditions
Various Locations
Crater Lake Highway
T.E. 5578

Attached is a letter dated April 12, 1967, from the Jackson County Court pointing out the difficulty of locating intersections during hours of darkness, and requesting an investigation to determine the feasibility of illumination, signing, redesign or some other corrective treatment.

Mr. R. L. Lammert, DMS, Medford, and I made a daylight check of each intersection on the Antelope Creek-Medford section of the Crater Lake Highway. The following tabulation of deficiencies were observed.

HILTON-BULLOCK ROAD

a. Advance signing includes "Airport" with no mention of "Hilton Road". At the intersection proper Hilton Road is shown on street name signs.

b. Painted islands not completed. This adds to the confusion and was not completed due to weather conditions last fall.

c. Delineation exists but is unidirectional.

CRATER LAKE AVENUE CONNECTION

a. No advance signs exist.

b. Delineation exists but is unidirectional.

COKER BUTTE ROAD

a. No advance signs exist.

b. No "Coker Butte Road" sign in northeast quadrant for northbound traffic.

RECEIVED
MAY 1 - 1967
TRAFFIC ENGINEERING

Approved
CRW

c. Double face fingerboards exist on west side.

d. No plastic material to delineate thru traffic from northbound deceleration lane. Delineation exists but is unidirectional.

CORRY ROAD

a. No directional signing in northeast quadrant facing northbound traffic.

b. Delineation exists but is unidirectional.

AGATE & GREGORY ROAD CONNECTIONS

a. Left turn movement complicated by super elevation for the south to west movement.

b. Painted island exists but ineffective due to super elevation and approach grade of Agate Road.

c. Delineation exists but is unidirectional.

AVENUE A

a. Delineation exists but is unidirectional.

AVENUE G

a. Delineation exists but is unidirectional.

On the night of Tuesday, April 25, 1967, a night time investigation was conducted. The most striking deficiency noted was the lack of delineation of the edge of pavement, particularly for left turning vehicles. The painted channelization was not sufficient to adequately delineate the proper left turn locations. The signing was inadequate due to the width of pavement where fingerboards were utilized at the low volume intersections and where no "Far Right" signing exists. Advance signs would have helped at the higher volume intersections.

Mr. Lammert, Mr. Don Adams, and I contacted Mr. Bob Carstensen, Jackson

County Engineer, Wednesday, April 26, 1967, to determine what additional detailed information he might have regarding this complaint. He indicated the basic problem was to identify the proper turning locations for both left and right turns at at subject intersections during hours of darkness. He requested that we meet with the County Court and determine if they had any furhter elaboration on their request. The court reaffirmed that it was this same lack of delineation that they considered a problem. It was explained to the court that in the five month period from October 1, 1966 to February 28, 1967, four accidents had occurred at Hilton Road (2 angle, 1 rearend, and 1 fixed object) two during the hours of darkness; one turning (daylight) at the connection to Crater Lake Avenue; none at Coker Butte and Agate Road; one angle (daylight) at Avenue "A"; one angle and one turning (daylight) at Avenue "G".

RECOMMENDATION:

1. That paddle boards, double the present width, be fabricated and bent 90° with standard Y-1 reflectors placed so that the right turns will continue to be delineated but so that in addition the left turning vehicles will be provided with delineation.

2. That painted islands, particularly those containing type A signing, far right side delineation be provided within the painted islands as a guide for right turning vehicles.

3. That Stimsonite 88 amber reflectors be placed from the beginning of the reverse curve to the end of the nosing on all left turn refuges within this section. These should be placed on 20 foot centers on the interior side of the existing yellow line outlining these refuges. It will be noted that the storage areas are too narrow for painted jiggle bars and, therefore, consists of two solid yellow lines only.

4. That "Hilton Road" be added to signs 103 and 89.

5. That a "Crater Lake Avenue Left Lane" sign be installed facing southbound traffic 500 feet north of the existing connection to Crater Lake Avenue.

6. That a flat board sign be installed in the northeast quadrant of the intersection of Coker Butte Road and Cory Road.

7. That 6" x 6" plastic material be placed adjacent to all deceleration lanes to separate the thru from the right turning movements.

Glen L Clark

GLEN L. CLARK
Division Traffic Engineer

GLC/pm
Attachment
cc F. B. Crandall
Jim Gix
R. L. Lammert

RECEIVED
FORM E-BOX—SOH—7-66
MAY 1 - 1967
FOR FILING

15-1622

7079

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 20, 1967

To: L. R. Chandler
Division III Engineer
R O S E B U R G

SUBJECT: Request of Jackson Co. Court
Signing & Illumination
8 intersections
Crater Lake Highway

TE 5578

I attach a copy of an April 12 letter with respect to the above subject.

At the Antelope Road intersection, an agreement has been executed and the installation of the traffic signal is in process.

Currently an agreement covering installation of signals at the Vilas Road Intersection has been transmitted to the County for their execution. It is believed that signalization of these two intersections will suffice.

Please proceed with investigation of the remaining six intersections and report with recommendation.

It is not believed that spot illumination can be warranted -- continuous lineal illumination would not be in keeping with our policy. Hence, I believe that something short of illumination in the way of heavier delineation and possible upgrading of our signing might be in order.

F. B. Crandall
Traffic Engineer

ROUTED TO TOM EDWARDS

FBC:njc

cc: Tom Edwards -- I will hold the file on this pending report from the Division Office.

FBC

ROUTED TO TOM EDWARDS

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1967
FOR FILING
15-1622
7079

April 18, 1967

Jackson County Court
County Courthouse
Medford, Oregon

Gentlemen:

Thank you for your letter of April 12 concerning the signing and signalization on the Crater Lake Highway.

We will immediately prepare and forward an agreement covering the signalization of the Antelope Road and Vilas Road intersections.

We will again study the remaining intersections to determine if corrective measures short of illumination can be achieved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral 5248)
F. B. Crandall - Please give me a report and recommendation on the remaining intersections.

JACKSON COUNTY COURT

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

3248

APR 18 67

April 12, 1967

Edwards

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

In the regular meeting of the Jackson County Court held on Wednesday, April 12, 1967, it was agreed that a letter be directed to you in the matter of improved signing and highway illumination at certain intersections with County roads and the newly constructed Crater Lake Highway between Medford and White City. This improved signing and illumination is necessary to eliminate the hazardous conditions which now exists at these intersections during the nighttime hours.

Since the reconstruction of this section of Crater Lake Highway to a four-lane standard, it has been brought to the attention of the County Court that it is extremely difficult for drivers to locate the exact points of turning off the highway at the following intersections:

1. Bullock Road.
2. Crater Lake Avenue.
3. Coker Butte Road.
4. Vilas Road.
5. Agate Road.
6. Avenue "A".
7. Antelope Road.
8. Avenue "G".

copy FC

The County Court will enter into cooperative agreements with the State Highway Department to signalize both the Antelope Road and Vilas Road intersections. The installation of these signals will probably correct the hazards at these two intersections. However, the remaining intersections stated above will require illumination and possibly improved signing. The undersigned would, therefore, request that the Highway Department make a study of these remaining intersections to correct the problems that now exist.

The increased speed of traffic on this recently improved section of Crater Lake Highway makes it necessary that drivers move onto and off from the highway rapidly and accurately. This cannot now be done because it is very difficult for the driver at night to find the intersections where he wishes to turn. The problem is hazardous even on clear nights, and this hazard is increased considerably during periods of rain or fog.

Your prompt attention to this matter would be greatly appreciated by this body.

JACKSON COUNTY COURT:

Earl M. Wells
County Judge

Rodney Keaton
County Commissioner

Harold Graham
County Commissioner

RECEIVED
MAR 13 1967
FOR FILING
15-1622
7079

March 10, 1967

Mr. Robert J. Carstensen
Jackson County Engineer
County Courthouse
Medford, Oregon 97501

Dear Mr. Carstensen:

This is to report to you further on your letter of February 10 requesting we give consideration to a cooperative installation of signals at the intersection of Crater Lake Highway and Vilas Road.

An investigation has been made and it appears that signalization is warranted at this location. If you wish to proceed on the usual cooperative basis as per the installation at Antelope Road, kindly inform us and we will proceed with preparation of an agreement. The estimated cost of this installation is $12,000.

I reiterate that commitments for delivery of signal equipment is currently some 14 months and there would undoubtedly be an extended delay before a signal could be installed and made operative.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

FBC:hm ja

RECEIVED
FEB 15 1967
FOR FILING

Traffic
Traffic
Lights

Jen

5577

February 15, 1967

Mr. Robert J. Carstensen
Jackson County Engineer
County Courthouse
Medford, Oregon 97501

Dear Mr. Carstensen:

In reply to your letter of February 10 concerning the possible signalization of the intersection of the Crater Lake Highway and Vilas Road, we would advise that we will have our people investigate this and make a recommendation.

I am getting a little gun-shy, in that the delivery of three-phase actuated signal controls is currently about 14 months. I have almost depleted our Sign Division's stock and will have to make a complete analysis before making a commitment at Vilas Road.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)- Please investigate and report.
E. S. Hunter (enc.)
L. R. Chandler (enc.)

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON 97501

February 10, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

The Jackson County Court has executed the agreement regarding signalization of the Crater Lake Highway and Antelope Road intersection. This agreement along with a County warrant in the amount of $5,000.00 will be forwarded to your office within the next few days.

Since the cost of this signal is substantially less than what the County anticipated earlier, the County Court would like at this time to consider a signal at the intersection of Crater Lake Highway and Vilas Road. It was the thinking of the County Court that it might be possible for your department to install signals at both the Antelope Road and the Vilas Road intersections at the same time thereby making the installation somewhat more convenient.

I would appreciate it very much if you could look into the matter of also signalizing the Vilas Road intersection and furnish me with an estimated cost.

Very truly yours,

ROBERT J. CARSTENSEN
Jackson County Engineer

RJC:aw

RECEIVED
FEB 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

26-1176 M.P. 4.5 Pac. Hwy. West 1967
retaining wall (Barbur Blvd)

#7080

R/W 19:56

JAN 26
FORM
26-1176
7080

January 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1967, on Contract No. 7080. The contract was with Lord Brothers Contractors, Inc., and was for construction of a retaining wall on the M.P. 4.5 Pacific Highway West Section of the Barbur Boulevard-Portland Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jes

JAN 29 1968

FOR FILING

26-1176

7080

January 26, 1968

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 7080 awarded to Lord Brothers Contractors, Inc., for construction of a retaining wall at M. P. 4.5 on Pacific Highway East (Barbur Boulevard) in Multnomah County was completed on October 12, 1967, and accepted by the Highway Commission on January 26, 1968.

Final payment in the amount of $3,341.15 will be released to the contractor after February 2, 1968. The total contract amount is $50,248.99 including $563.12 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Lord Bros Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

bc L. H. Young
C. H. Maison
Attn: John Herr

26-1.17:6

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: M.P. 4.5 Pacific Hwy West

WEEK ENDING:

SECTION PREFIX:

COUNTY: 26-1176 Multnomah

HIGHWAY: Barbur Blvd. Portland

KIND OF WORK: Retaining Wall

NAME OF JOB: Barbur Blvd. Retaining Wall

CONTRACTOR: Lord Bros. Contractors, Inc.

CONTRACT NUMBER: 7080

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: August 7, 1967

DATE WORK STARTED: August 14, 1967

ESTIMATED COMPLETION DATE: November 8, 1967

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 9 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 80

CALENDAR DAYS USED: 11

SPECIFIED COMPLETION DATE: November 8, 1967

PERCENT OF TIME ELAPSED: 13.8%

PROJECT AUTHORIZATION: $ 72,734.62

ENGINEERING AUTHORIZATION: $ 5,172.24

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80%

EXCLUSIVE OF ENGINEERING: $ 67,562.38

ENGINEERING COST TO DATE: $ 1,950.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 73%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,562.38

PERCENT OF AUTHORIZATION: 38 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Crane
1-Front end loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9530							
PERCENT	80%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Fair	1		
MONDAY 25	Fair	1		
TUESDAY 26	Fair	1		
WEDNESDAY 27	Fair	1		
THURSDAY 28	Fair	1		
FRIDAY 29	Cloudy	1		
SATURDAY 30	Cloudy	1		

Routing
Morgan
Docker
Bond
Barbee
Walker
Glanz
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 1967
CONSTRUCTION
DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Work
MONDAY 25	Placing rock backfill behind wall with crane and rock skip. Surface finishing concrete.
TUESDAY 26	Same as Monday
WEDNESDAY 27	Same as Monday.
THURSDAY 28	Same as Monday.
FRIDAY 29	Same as Monday.
SATURDAY 30	No Work

REMARKS

Bridge (2)
Division (1)
File (1)

SIGNED _____ LOCATION Lake Oswego

Res. Dr. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 23 1967
ENGINEERING

COMMISSIONERS
GLENN L. [illegible], CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

26-1176
7080

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 22, 1967

Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7080 for retaining wall at M.P. 4.5 on Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
AUG 9 1967
FOR FILING

26-1176

1181

August 9, 1967

Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

Enclosed are three copies of Contract No. 7080 for $62,953.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for a retaining wall at M.P. 4.5 on the Pacific Highway West in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encls.
cc Frank Morgan
L.H. Young
I.D. Merchant
C.D. Matthis
L.W. Rulien
A.E. Johnsen
Warren Mueller

RECEIVED
MAY 3 - 1967
FOR FILING

Fred W. Hill, Member
Helix

26-1176

7080

May 3, 1967

Oregon State Highway Commission

Gentlemen:

A cut slope located at M.P. 4.5 on the westerly side of Harbor Boulevard (Pacific Highway West) is in need of restoration. The slope, originally constructed some twenty-five years ago, has deteriorated from natural erosion by sloughing and raveling.

A survey has been completed and the situation can be corrected by the construction of a retaining wall of variable height at an estimated cost of $60,000. I recommend that you approve this project and include it on the current State Construction Program.

The matter will be on the agenda for the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Ivan Merchant
L. W. Rulien

BG:je jw

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1967

SUBJECT: Slope Restoration
M.P. 4.50 (Barbur Boulevard)
Pacific Highway West
Multnomah County

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Attached is a rough draft letter to the Commission on the subject section for its inclusion on the current State Construction Program.

The construction of this wall of variable height and approximately 402 feet in length will correct our problem and provide two 12-foot lanes, a 10-foot shoulder, a curb, and then two feet from face of the curb to the face of wall. Thirty-six feet from centerline to face of wall. Mr. Rulien forwarded station limits from 35+17 to 39+19.

F.D. Morgan
Construction Engineer

By Ben Gifford

Ben Gifford
Program Engineer

BG:jr
Attach

cc: Ivan Merchant w/Rulien's letter

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1967
FOR FILING

26-1176

7080

February 28, 1967

Mr. Alvin M. Gepford
22305 W. Baseline Road
Beaverton, Oregon 97005

Dear Mr. Gepford:

We will shortly begin reinforcing the earth slope of Barbur Boulevard adjacent to your apartment building with suitable rock material.

Thank you for your patience in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. L. Decker - You are to engineer the work.
E. S. Hunter
Alan Johansen
L. W. Rulien - You are to do the work.

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1967

SUBJECT:
Erosion of Cutbank
Alvin Gepford Property
SW Barbur Boulevard - Portland

To:
Mr. E.S. Hunter
Maintenance Engineer

BUILDING

Approval has been received to proceed with restoration of the original slope line at the subject location. It is preferred the work be accomplished by construction of a stable rock slope.

The matter has been discussed to some degree with Division Engineer Rulien. It is understood investigations are under way to locate a suitable rock source.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg

cc: ~~F.B. Klaboe~~
L.W. Rulien

NOTED
F. B. KLABOE

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

EARTH SCIENCES

DAMES & MOORE
CONSULTANTS IN APPLIED EARTH SCIENCES
SOIL MECHANICS · ENGINEERING GEOLOGY · GEOPHYSICS

ATLANTA NEW YORK
CHICAGO PORTLAND
HONOLULU SALT LAKE CITY
HOUSTON SAN FRANCISCO
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WASHINGTON, D.C.
MADRID, SPAIN SAINT JOHN N.B., CANADA
TEHRAN, IRAN

1220 S.W. MORRISON STREET · PORTLAND 5, OREGON · CAPITAL 8-7689
PARTNER: IRVING E. OLSEN

February 7, 1967

Routing
Morgan
Fischer B
Bond
Barbee
Walker
Swan
E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 8 1967
CONSTRUCTION
DIVISION

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Gil Decker

Gentlemen:

Review of Surface Slide
S. W. Barbur Blvd.
Near Moss Street
Portland, Oregon

Pursuant to your recent authorization, we have reviewed cross sections, prepared by highway department personnel in January, 1965, for the cut slopes on the westerly side of S. W. Barbur Blvd. between S. W. Troy and S. W. Moss Streets. Subsequent to review of these cross sections, site inspections were made and a brief history of sliding on these slopes was obtained from Mr. Phil Huntley of the Sylvan office.

We were informed by Mr. Huntley that the cut slope was made in the late 1930's and major sloughing first occurred on the slope in the winter of 1956 and that progressive erosion has occurred since that date. During our site inspection on January 30, evidence of recent movement was noted and, according to Mr. Huntley, some 40 cubic yards of material had been removed from the toe of the slope following sliding during the weekend of January 28 and 29. This recent movement was confined to the area between stations 37+00 and 37+50. Inspection of the slide zone between approximate stations 38+00 and 38+60 revealed evidence of recent sloughing and mud flow near the toe of the steep scarps (located at the top of the cut as illustrated on section 38+50). In general, the slope surfaces below the steep scarps near the top of each slide zone were quite soft and wet and, in the slide north of station 37+50, two distinct erosion channels were observed in the firmer natural soils on the slopes.

The natural soils observed in the slope consist of relatively firm clayey silt which is a common material mantling most of the surface of the west hills in the Portland area. Experience with these materials indicates they possess relatively good strength; however, properties are affected by moisture conditions. Analyses have indicated that slopes as flat as two to one (horizontal to vertical) would be required for long term stability for adverse conditions of ground water or seepage. Since the cross sections

Decker
Please proceed along lines you recommend that is a good rock slope JSK.

CABLE ADDRESS: DAMEMORE

provided to us indicate that some of the existing one to one steep slopes adjacent to the slides are essentially the same as originally cut, it is evident that localized seepage or ground water conditions have influenced the slide locations.

It was not possible, on the basis of a detailed surface inspection of each slide zone, to decide whether the water conditions observed are a localized seepage phenomena or stem from surface run off above the slopes. The erosion channels on the slide zone north of station 37+50 are indictative of substantial surface flow; however, there was no noticeable evidence of such flow at the top of the cut. A possible source for water entering this area would be leakage from the corrugated metal drain pipe, partially exposed by the sliding, or accumulation of surface water in backfill around this pipe in the area west of the top of the cut slope. Plans on file in the City of Portland Building Department for the apartment house to the west of the slide zones do not include details for the drain line which connects to roof drains of the apartment so it is not known what type of cut-off or anchorage, if any, is provided for the corrugated metal drain.

Considering the slope conditions in the slide areas and the nature of the soils observed, erosion and sloughing in these slide zones will progress continuously. The root mass from the laurel hedge and other vegetation at the top of the slope afford some protection at the present time; however, undermining of the surface root system is presently underway. Inspection of the ground surface at the top of the slope reveals localized cracks within a foot or two of the top of the slope. There was no evidence of surface cracking on the uphill side of the laurel hedge; however, in view of the steep nature of the scarp of the top of the slide zone and the unknown state of stresses in a slope of this nature, the sliding potential on this slope should be considered extremely high, particularly during periods of heavy rainfall.

Normal corrective measures for slide conditions such as occur at this site involve either reduction of forces tending to cause sliding, increasing resistance to sliding, or a combination of both. The former measure would involve flattening the slope which, at this site, would be impractical because of space and property limitations. Elimination of seepage adjacent to the corrugated pipe may be feasible; however, at remaining areas it does not appear to be feasible. Corrective measures at this site, therefore, would consist of providing additional resistance to sliding. In general, this would involve a retaining structure to provide additional support at the toe of the slope, suitable backfill and drainage behind the retaining structure and additional backfill on the slope to provide support for the existing steep escarpment near the top of the cut.

Yours very truly,

DAMES & MOORE

Irving E. Olsen

IEO:KCR:mk

F-30 2/10

NOTED
F. B. KLABOE

CON MIL 49 1-20-67 3.45P

JOHN BOND

(Gepford)

THERE HAS BEEN NO ACTIVITY BY DAMES AND MOORE AS YET ON BARBUR BLVD SLOPE PROBLEM. I DISCUSSED THIS WITH A MR ROBBINS OF DAMES AND MOORE AND HE WILL BE IN OFFICE ABOUT TUESDAY TO PICK UP CROSS SECTIONS AND START THEIR INVESTIGATION

KEASEY
LH
17.
55.

cc Klaboe

NOTED
F. B. KLABOE

RECEIVED
JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1967
FOR FILING

26-1176

7080

January 6, 1967

Mr. Alvin M. Gepford
22305 W. Baseline Road
Beaverton, Oregon 97005

Dear Mr. Gepford:

Reference is made to your letter of December 9 concerning alleged erosion of a cutbank located between Barbur Boulevard and your apartment house in the 7800 block of Barbur Boulevard.

We have completed preliminary investigations and are now in the process of employing a consultant soils expert to give us a further report.

We expect that his investigation and report will be received within the next two weeks and we will contact you again at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
E. S. Hunter
A. H. Johansen
L. W. Rulien
Tom Edwards

FORM [illegible] SP*[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 5, 1967

To: MEMO TO FILES

SUBJECT: Cutbank Erosion
Gepford Property
SW Barbur Boulevard

On this date (January 5, 1967) Mr. Klaboe furnished the returned copy of our December 30, 1966 letter to Dames & Moore regarding their services on the subject problem. It had been confirmed by I.S. Olsen, Partner.

Mr. Olsen was then contacted by phone and advised to go ahead with their investigation and report. He indicated this would be completed in the very near future.

The returned copy with Mr. Olsen's signature will be forwarded to Mr. Maison for further handling along with copy of this memo.

ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

GLD:sg
cc: ~~F.B.~~ Klaboe (w/ attachment)
C.H. Maison (w/ attachment)
L.W. Rullen "

NOTED
F.B. KLABOE

RECEIVED
OFFICE OF
STATE HIGHWAY [illegible]

December 30, 1966

Dames & Moore
Soil Mechanics Engineering
1220 S. W. Morrison
Portland, Oregon

Gentlemen:

On December 26 you were contacted by phone concerning the stability of a slope under the Gepford apartment building on the westerly side of S. W. Barbur Boulevard between Troy and Moss Street in Portland.

You were advised a report from you was desired and that cross-sections of the slope were available for examination in the Milwaukie Division Office.

You later called to advise the cross-sections would be examined, the necessary field investigations would be made, and a letter-type report submitted for a flat sum of $300.

Will you please indicate confirmation of your offer on a copy of this letter and return it to this office. This is required for further handling and you will be advised.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. W. Rulien

GLD:sg srb

Enc.

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 30, 1966

SUBJECT: Cutbank Erosion
Gepford Property
SW Barbur Boulevard

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Mr. Maison was contacted regarding necessary procedures for engaging services of Dames & Moore on the subject-named problem.

Some form of written agreement from Dames & Moore is required. The attached rough draft is framed to accomplish this. After return from Dames & Moore, the approved copy of agreement must have signature of Mr. Query for the Commission before final processing.

F.D. Morgan
Construction Engineer

By John A. Boul

for G.L. Decker
Assistant Construction Engineer

GLD:sg

Attachment

cc: C.H. Maison

RECEIVED
DEC 30 1966
STATE HIGHWAY ENGINEER

FORM S-30X—30M—1-66 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1966

To: MEMO TO THE FILES

SUBJECT: Cutbank Erosion
Gepford Property
S.W. Barbur Boulevard

On this date (December 26, 1966), Mr. Irvin Olson of Dames & Moore, Soils Engineers, Portland, was contacted regarding the stability of the slope on Barbur Boulevard under the Gepford apartment building. Our problem there was discussed and it was explained we desired a report from them on the situation.

Mr. Olson called back later to state they would examine the cross-sections in the Division office, make necessary field investigations, and submit a "letter type" report for a flat sum of $300.

He understood that approval to proceed must await Commission action.

ORIGINAL SIGNED by G. L. DECKER

G.L. Decker
Assistant Construction Engineer

NOTED
F. B. KLABOE

GLD:sg

cc: F.B. Klaboe

Full Agreement Okd Tue
Dec 12/27/66 RLP

12-29-66
Info to Bond

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1966

SUBJECT: Cutbank Erosion
Gepford Property
SW Barbur Blvd.

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

B u i l d i n g

I have a copy of Mr. Decker's letter of December 22 and agree with his solution of hand placing selected material to restore the slope.

I would suggest that this work be done with Maintenance forces.

If you are in agreement with this solution, please advise and I will have the work done.

E. S. Hunter
Maintenance Engineer

ESH:je

cc F. D. Morgan
L. W. Rulien

NOTED
F. B. KLABOE

RECEIVED
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

B/up

Salem, Oregon
December 22, 1966

SUBJECT: Erosion of Cutbank
Alvin Gepford Property
SW Barbur Boulevard - Portland

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

A study of Mr. Alan H. Johansen's December 19 letter (you have a copy) on the subject-named problem leads to a conclusion the State does have a responsibility in the matter, which, under the circumstances outlined, calls for some corrective action.

The corrective retaining wall recently designed by the Bridge Department would, of course, be a positive measure. This design takes into account a possible future lane thru the area by placing the lower face of the wall 40 feet from present centerline. Counterforts would extend another 11 feet into the slope. Cost is estimated to be approximately $160,000.

Cross-sections taken in January of 1965 indicate the original slope was cut on a 1 to 1 slope at the time of original construction in 1932-34. The slope has remained remarkably stable since that time, with failure confined to surface sloughing as indicated by pictures on file. Maintenance forces report 1955-56 as the latest date any appreciable amount of sloughed material was removed from the roadway.

An on-the-site investigation does not indicate any immediate danger to the Gepford building itself. The edge of the sidewalk opposite Station 38+50 is only 10 feet horizontally from the upper break of a sloughed area according to the cross sections. However, the sloughed area has not progressed upward in the last several years.

With the overall ground structure considered stable, it is believed our responsibility here could be discharged by restoring the sloughed areas to the original 1 to 1 slope. It is recommended this be accomplished by hand placing selected material along this slope line. Sacked cement would appear to be the choice of hand placed material. Where required, backfill behind the hand placed

material could be rock or soil. This approach has been discussed with Mr. Keasey. Cost estimates are being prepared.

Considering the vagueness associated with determining true property lines, an agreement with Mr. Gepford before any corrective measures are started would seem prudent.

A suggested rough draft of reply to Mr. Gepford is attached.

F.D. Morgan
Construction Engineer

By G. L. Decker
G.L. Decker
Assistant Construction Engineer

GLD:sg
Attachment

cc: E.S. Hunter
L.W. Rulien

FORM E-30X—50M—2-66 SP 123500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1966

To: E. S. Hunter
Maintenance Engineer

SUBJECT: Erosion of Cutbank
Barbur Blvd. - Portland
Gepford and Lapp Properties

BUILDING

Pursuant to the request in your letter of September 16, 1966, we have attempted to determine the State's legal responsibility for possible damage, from erosion of a cutbank, to the apartment house owned by Alvin Gepford, et ux on Lots 1-6, Block 16, and to the residence formerly owned by J. K. Lapp, et ux (file does not include the present owner's name), on Lots 19-21, Block 17, Capitol Hill, in Portland. There are some gaps in the factual background which, to some extent, hinder our efforts to render a definitive opinion.

Based upon the facts as known to us, outlined below, it is our opinion that should damage occur to one or both of the noted structures, the State will very probably be held to be responsible, on the basis of a taking of private property for public use. This is not to say that in an action against us based upon such a taking, our position would be wholly indefensible. However, candor requires us to advise you that we do not regard the prospects of a successful defense with any substantial degree of optimism.

Facts

In about 1933 and 1934, Barbur Boulevard was constructed under a County-State agreement dated November 2, 1932. In connection therewith, the County acquired fee title to portions of the property here involved, situated above the highway, atop what is now the cutbank in question. The resolutions, etc., for construction of the road called for a 100 foot right of way with "necessary slope easements."

The road was built and, according to C. T. Keasey's report dated September 8, 1966, "There is no doubt at this time that the cutbank was constructed on too steep a slope in the first instance." Mark Astrup's report of April 6, 1966, also expresses the view that "The cut, aggravated by a seepage condition, is too steep to be stable."

The original work was done by the County, under plans and specifications prepared by the State. The State did the paving, and apparently accepted the road as a State Highway shortly after completion.

Some years after completion of the construction, the County apparently sold off, bit by bit, portions of the excess property above this cut, beyond the limits of a 100 foot right of way (50 feet on each side of the centerline). Our personnel have apparently assumed that in such sales, the County retained slope easements on the property in question. A search of the deed records unfortunately fails to substantiate this.

By deed of December 2, 1943 (recorded August 8, 1949, Book 1351, p. 410), Multnomah County conveyed to Gepford's remote predecessors all of Lots 3 and 4, Block 16 "...lying North of the north right-of-way line...." of the highway. This deed reserves no slope easement whatever, and contains no express restriction on the use of the property.

By deed of December ____, 1946 (recorded December 17, 1946, Book 1129, p. 213), the County conveyed to Lapp's predecessors all of Lots 19 and 20, Block 17. This deed also reserves no slope easement and, indeed, fails to mention the existence of the highway at all, although substantial portions of both lots, as originally platted, are within the 100 foot right of way. This deed does, however, contain a restriction that the property "...not at any time be used for advertising display of any kind."

There seems to be no record of any instruments whereby the County, after construction of the road, divested itself of those portions of Lots 5 and 6, Block 16, lying outside the right-of-way line, or of Lot 21, Block 17. A title company has advised us that the County never <u>acquired</u> title to any of these lots. Records in this office indicate this is doubtful; most of Lot 5, and nearly all of Lot 6, Block 16, are within the highway right of way; Lot 21, Block 17, is wholly outside the right of way.

The Gepfords acquired title to Lots 1-6, Block 16, "EXCEPT parts of Lots 3, 4, 5 and 6 in street...." by deed dated May 15, 1961 (recorded May 17, 1961, Book 2062, p. 396) from Leonard C. Pardue, et ux. This deed is stated to be subject to "slope easement reserved in County Road #1299; set back lines as established of record." The effect of this restriction is doubtful, however, since as indicated above, it affirmatively appears that the County did not reserve <u>any</u> slope easement in Lots 3 and 4, and since there seems to be no record of the County reserving any such easement in Lots 5 and 6.

The Lapps acquired title to all of Lots 19, 20 and 21 by deed of June 25, 1961 (recorded in Book 1193, p. 109), from W. A. Kenny, et ux. This deed makes no reference to a slope easement, or to the existence of the highway.

The correspondence indicates that both Gepfords and Lapps believed their respective properties to be subject to a slope easement. As indicated, the title records do not substantiate the existence, much less the nature or extent of such easements.

The drawings in our files show a dotted, irregular line, northerly from and outside the right-of-way line, which runs through Lots 3, 4 and 5, Block 16, and Lots 19, 20 and 21, Block 17. Although neither the drawings nor the correspondence specifically identify this line, it appears to have been intended to represent the top of the cut slope at some unknown time in the past.

There seems to be no precise way of determining where the top of the cut slope originally was at the completion of construction, or where it was when the present owners' predecessors bought from the County. It can, presumably, be determined where the top of the cut slope now is in relation to the right-of-way line, but the extent and rate of change in this relationship, resulting from erosion, will apparently have to be estimated by witnesses from their own observation over the years. We recently asked our maintenance personnel in the Sylvan office to provide us with whatever information or estimates on this matter may be available.

The erosion of the cut slope has, we understand, been a gradual process, with no major earth movements having occurred. It may also be true that during periods of heavy or extended rain, perceptible erosion has occurred during relatively short periods of time.

It seems reasonable that from time to time the State may have found it necessary to clean mud or debris from the cut slope off the highway, although this is not mentioned in the file. Apparently neither the County nor the State has made any deliberate changes in the slope since the original construction.

Both Lapp, former owner of the residence, and Gepford, owner of the apartment house, have requested or demanded that the State do something to stop further erosion before serious damage to their buildings occurs. The top of the cut slope as shown by photographs in the file, is now quite close to both structures although apparently no significant damage to either structure has yet occurred. Mr. Keasey reported, in a letter to Mr. Morgan dated November 29, 1966, that the apartment building was constructed during the winter of 1962-63, and the residence building more than 11 years ago. Here, again, we do not know exactly how close the top of the cut slope was when these buildings were constructed.

On April 23, 1963, our District Maintenance Superintendent wrote to Mr. Lapp in response to his letter of April 2, that "...we intend to perform some method of correction in this area this summer to prevent the continued erosion of this cutbank."

Gepford, in his letter of October 17, 1966, says that our District Maintenance Superintendent "...has been leading me to believe that a bulkhead and backfill were to be constructed."

Apparently a plan for a corrective retaining wall was prepared, with an estimate that this method of correction would cost approximately $160,000. The file also contains an appraisal by Mr. Henry, Assistant District Right of Way Supervisor, of the apartment house at $115,000 and the residence at $17,000 for a total of $132,000. We understand that both the appraisals and the construction costs are to be regarded as estimates, rather than exact or binding figures.

According to Mr. Keasey's report of November 29, 1966, there is "... nothing about the apartment building construction or any activity on the Gepford or Lapp properties which would contribute to or aggravate the erosion."

Interpretation of Facts

No slope easements can, as a matter of record title, be established. It should be observed that even if the County had expressly reserved slope easements they would probably be limited to the right to maintain the cut slope as it then existed, in 1943 and 1946, when the County sold the properties in question. Nevertheless, both Gepford and Lapp, when acquiring their respective properties in 1961, could see that there was a cut slope, apparently for highway purposes, partly within the limits of the lots which they bought, and outside the right-of-way line. Accordingly, it may be that neither of them would have a right to complain about the continued existence of the cut slope as it then existed. It may also be that the present owner of the Lapp property would be bound to accept the obvious condition and existence of the slope as it existed when he purchased from Lapp.

It is believed that for present purposes, "The sins of the County (if any) shall be visited upon the State." In other words, our rights and duties, as to the property owners, must be regarded as being the same as if we had originally been solely responsible for construction of the road, with its eroding slope. Indeed, since we prepared the plans, it appears that the degree of slope in this cut has always been our responsibility, even though the County did the earthwork.

It seems to follow from our engineers' opinions that the slope was originally built too steep, that if a flatter slope had originally been constructed, erosion sufficient to endanger buildings above the slope would not have occurred.

Legal Ramifications

It is probably true that ordinarily a property owner owes no duty to his neighbor to take affirmative measures to prevent natural erosion of natural ground which will or may endanger the neighbor's property. Thus, where we build a road below or along a natural slope, we are under no duty to the owner of adjacent land above or higher on the slope to take any measures to stop or control the natural erosion of the natural ground within the right of way, even though

such erosion might be detrimental to the uphill owner. In such a situation, we would have done nothing to increase the danger to the uphill owner.

On the other hand, if we make a steep cut and build a road in the summer, and the adjacent uphill owner builds a house on his land in the fall, and winter rains cause our cut slope to erode or slide so as to deprive the neighboring land and house of lateral support whereby the house and land suddenly collapse, we would surely be responsible, at least where shown that no such erosion or sliding would have occurred but for the existence of the highway cut slope. The removal of lateral support for adjoining property in the course of excavating in constructing a street, road or railway has been held to be the taking of "property" for which compensation must ordinarily be paid. Kropitzer v. City of Portland, 237 Or. 157, 390 P.2d 356 (1964); Mosier v. Oregon Navigation Co., 39 Or. 256, 64 P. 453 (1901). (As between private owners, at least, a further qualification is that the downhill owner may be required to provide lateral support to the uphill land only in its natural state; that is, there would be no liability if the downhill owner could show that the uphill land would not have collapsed but for such additional weight as may have been attributable to the uphill owner's building.)

It will be seen that the present case is not within either of the above relatively clear cut categories. Here, it appears that the erosion has taken place over a long period of time. Also, it is reasonable to believe that the uphill owners bought and improved their properties with reference to the then existing conditions. It is probable that even at the time of the original purchases from the County, and even more probable at the times the present owners purchased, the cut slope was well outside the right-of-way line and within the nominal limits of the uphill properties.

Nevertheless, it appears that the gradual slope erosion has now progressed to a point where substantial damage to the owners' buildings is probable if the erosion continues. The lapse of many years between the construction of the slope and the injury to the property is not, in itself, any protection, since the Statute of Limitations does not begin to run until the subsidence occurs. See Kropitzer v. City, supra, 237 Or. at 165. The top of the slope is well outside the right-of-way line, and we have no express slope easement or other interest of record in the owners' property. Apparently, measures (such as the proposed retaining wall) taken within the highway right of way are the most practicable, and perhaps the only practicable method of controlling the erosion.

We might argue that the owners should correct the erosion of their own property by measures on their own property at their own expense. That might or might not be practicable from a physical standpoint. However, there seems to be little question that if the slope had never been built, or had been properly constructed in the first place, no substantial erosion would have occurred, and there would have been no need for corrective measures to be taken by anyone.

It is scarcely conceivable that a court (or jury) would agree that the State can stand safely on its highway below, watching its too-steep slope gradually eating away more and more of the uphill owners' land, on the basis that what happens up there is not the State's concern or responsibility.

Conclusion

If substantial damage to the Gepford or Lapp properties occurs, which appears very likely if nothing is done, and if litigation follows, it is almost a certainty that the owners can present at least a jury question as to whether there has been a "taking" of their property for a public use. Under the circumstances, there can be little doubt that a jury would resolve such question in favor of the owners. If one of the structures, especially the apartment house, should slide or collapse, it is conceivable that the lives and safety of numerous persons might also be involved.

Accordingly, we believe that the State has a large measure of responsibility in this matter which cannot safely be ignored. We express no opinion on whether the proposed retaining wall, or the purchase of the properties involved, or some other possible action, if any, would be the most economical or feasible way to proceed.

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: F. B. Klaboe
F. D. Morgan
L. W. Rulien
B. P. Huntley
G. E. Rohde
Frank C. McKinney
James Kuhn

RECEIVED
DEC 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

p.s. I have discussed this with Mr. Rohde, and he concurs with the above.

AHJ

4547

DEC 13 66

Alvin M. Gepford
22305 W. Baseline Rd.
Beaverton Oregon 97005
December 9 1966.

Oregon State Hiway Department
Salem Oregon 97310

Dear Sirs;-

A couple of months ago I wrote you concerning the condition of the bank above Barbur Boulevard.

In your letter of November 4 you say you have asked for a complete investigation of this matter, and will advise me of the findings.. So far no word since then.

This bank is behind an appartment house I own, and each time a slide occurs, the tennants get nervous and move out. Last winter at about this time I was left with only one tennant. The payments are getting behind-- seven monthe right now--and with no income for a time it is imposible to even keep even let alone make up back payments. Sun Life, who hold the mortguage are already threatening to foreclose, So if even a few of the tennants move out this winter, I will loose all I have invested in this place-- a little over $102,000 including the mortguage of aprox $60,000. Therefore the time has arrived when I must insist that something be done about this condition right now.

In my checking of this matter I find that the County of Multnomah did the actual work of making the cut thru here and turned the hiway cut and all over to the State of Oregon sometime in the early thirties. You have had this road long enough to be well aquainted with the condition of this bank. I, personally, have called it to the attention of Mr. Huntly several times. So far all i get is promises; Now the time is here for some action-- before the building or some part of it is sitting down on Barbur Blvd.

Please see that immediate steps are taken to remidy this situation.

Sincerely
Alvin M Gepford

Alvin M Gepford

P.S. If you would like to talk this over with me at any time I will try to meet you where you say. I can be reached in the eveninge at 645 1353, a Portland phone.

12-15-66
cc Whole

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
DEC 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1967
FORM E-30 SOM 10-65

26-1176

7080

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1966

SUBJECT: Erosion of Cutbank - Alvin Gepford
SW Barbur Boulevard - Portland
Assignment No. FBK - 1169

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject assignment was due December 6, as set forth in your November 22 letter. We must again request some additional time to resolve the several factors involved here.

There seems to be a missing link in the right of way history available from the field, so the Legal Division has requested a title report in an effort to track down the actual slope easement, if any, that applies to the area in question. We hope such an easement was retained by Multnomah County when certain so-called excess right of way was transferred by them back to private ownership. Much depends on this easement.

The cross sections have been located and a print given to Mr. Johansen. These show that the actual owned right of way extends only about one-half way up the steep slope. Mr. Decker looked at the area late last week. We had hoped that some cheaper means of slope stabilization could be used (in lieu of a retaining wall) if it is found that we do have a legal responsibility to stop the slope erosion.

These areas are on a little steeper than a 1 to 1 slope. Mr. Decker thought it unlikely that any kind of slope paving or filter-X type of work would be successful. Mr. Astrup has previously advised that the slope is too steep for successful planting. Legal Division expects the title report any day.

We respectfully ask another two weeks to complete this assignment.

F.D. Morgan
Construction Engineer

By John A. Bond

JAB:sg
Attachment

John A. Bond
Staff Assistant

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

B/hp. 2 wks

FORM E-20 SOM 10-65 SP*23401-734

RECEIVED
NOV 1965
CONSTRUCTION
DIVISION

Routing
Verbal
Trout
Scott
Will
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 29, 1966
Portland, Oregon 97202

SUBJECT: Erosion of Cutbank
S.W. Barbur Blvd.-Portland
Assignment FBK 1169

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. John Bond

I submit the following in response to the questions posed in your letter of November 25th regarding the erosion of the cutbank along S.W. Barbur Boulevard.

1. Nothing has been done to the slope as was indicated in Mr. Huntley's letter of April 26, 1963 to Mr. J. Lapp, former owner of the residence immediately northerly of the apartment house. This property has been sold and we do not have the new owners' name.

2. We can find nothing about the apartment building construction or any activity on the Gepford or Lapp properties which would contribute to or aggravate the erosion. Surface water and roof drains are adequately taken care of with pipes, for which permits were issued by Mr. Huntley on the apartment building during the winter of 1962 and 1963.

3. The apartment building was apparently constructed during the winter of 1962-1963 according to permits issued by Mr. Huntley for roof drains across the highway. This was not the first building to be constructed on the cutbank. The residence building lying to the north had been constructed prior to Mr. Huntley's assuming duties as D.M.S. some eleven years ago.

4. Slope paving similar to that used under structures and/or grouted rock masonry has been considered, but it is believed the slope involved here is too steep to support this type of treatment.

5. We have checked our files and those of Mr. Huntley for the copies of the field cross sections and plan and profile which were submitted to Mr. Hunter by Mr. Rulien with his letter of Autust 10, 1965. This data was apparently then sent to the Bridge Division for design and estimate of a retaining wall, and part or all of the data returned to Mr. Hunter and subsequently forwarded by him to Mr. Klaboe on March 21, 1966. We do not have any copies here. It

11-30-66
cc to Legal Div. (Al Johannsen)
with the pictures.

is my recollection that the cross sections were on the same roll of henskin as the plan and profile. I would suggest that you try again with the Bridge Division to see if they have them tucked away in some "hidey hole".

6. The additional pictures you requested are attached and labeled as to subject matter. The pictures along the slope are not very good due to the vegetation on the slope; however, the slough areas showed in the other pictures which I believe you have. Picture #4 shows a corner of sidewalk about which the owners have complained of settlement and cracking. This sidewalk, to Mr. Huntley's recollection, was built on a minor fill, and we believe that settlement of this little fill is responsible for the cracking and not any settlement of the slope itself

As I stated previously, there is no indication of any major earth-movement along this slope--only sloughing from the outside surface.

L. W. Rulien
Division Engineer

by

C. T. Keasey
Assistant Division Engineer

CTK:fb
Encs.
cc B. P. Huntley

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1966

SUBJECT: Assignment Nos. 1169-FBK and 5108-Edw.

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We find that the Maintenance Division has also had correspondence concerning the slope erosion on S. W. Barbur Boulevard adjacent to the Gepford property. This has included an investigation by Mr. Astrup who reported no erosion control methods by planting would be successful without a retaining wall. The file includes a right of way estimate of the value of the two private properties involved in the total amount of $132,000. The cost of a retaining wall has been roughly estimated at about the same amount.

Further investigation revealed that the present right of way here was acquired by Multnomah County and included certain slope easements. Copies of these instruments have been referred to the Legal Division for a determination as to the areas they were intended to cover. The matter has just been referred to Mr. Johansen in the Legal Division and we will confer with him further when he is available. Obviously, substantial sums are involved here and some further time will be required to analyze our position.

F. D. Morgan
Construction Engineer

By John A. Bond

NOTED
F. B. KLABOE

John A. Bond
Staff Assistant

JAB:fp
cc Tom Edwards

RECEIVED
NOV 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1966
FOR FILING
1.26-11.76
7080

November 4, 1966

Mr. Alvin M. Gepford
22305 W. Baseline Road
Beaverton, Oregon 97005

Dear Mr. Gepford:

I wish to acknowledge receipt of your letter of October 17 concerning the sloughing of the cut bank on the 7800 block of Barbur Boulevard.

I am asking our soils section to make a complete investigation of this matter and report to me.

I will advise you of their findings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan (enc.)
L. W. Rulien
B. P. Huntley

REFERRED TO Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO Admin
BY SECRETARY

Alvin M. Gepford
22305 W. Baseline Rd
Beaverton Oregon. 97005

October 17, 1966.

4301

OCT 25 66

Oregon State Hiway Commission
Salem Oregon.

Dear Sirs;

I have been up to see Mr. Huntley at the Sylvan office, several times in the past three years, about the condition of the bank located in the 7800 block of Barber Blvd. I own the Apartment house on top of the bank. The Aldoro View Apts, 7800 to 7818 S.W. 17th Drive. Lots 1 thru 6, Block 16, Capitol Hill addition, Portland Oregon.

The Hiway Dept. cut this bank when they put Barber blvd. thru, so it is their responceability to keep the bank in repair.

Each winter the bank caves off more into Barber, and my property gets smaller and smaller. Now the situation is critical because one more slide will take the sidewalk arround My apartment house.

Mr. Huntley of the Sylvan office has been leading me to believe that a bulkhead and backfill were to be constructed. So far nothing, NOTHING, has been done, and since it is rapidly approaching the time of year for slides to be expected, SOMETHING must be done.

Will you please give this immediat attention? Thank you.

Respectfully,
Alvin M Gepford
Alvin M. Gepford

RECEIVED
OCT 25 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1966
STATE HIGHWAY ENGINEER

cc Mr Huntley
cc Mr ronline

RECEIVED
OCT 3 - 1966
FOR FILING
26-1176
7080

September 30, 1966
Salem, Oregon

R/W 18156

Mr. Earl Saling
Right of Way Manager

BUILDING

Sewer Facilities Easement
City of Portland
Harbor Drive-Barbur
Boulevard Section
Pacific Highway

Attached for processing and recording is a fully executed copy of a Sewer Facilities Easement to the City of Portland covering the above property.

A conformed copy of the easement has been retained for the Commission's files.

Floyd Query, Secretary

lb
Att.

FORM E-30 10M 10-66 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1966

To:

Mr. Floyd Query, Secretary
State Highway Commission
B U I L D I N G

SUBJECT: File 26420
Harbor Drive-Barbur
Boulevard Section
Pacific Highway

Sewer Facilities Easement
to City of Portland

At the July 15, 1966 meeting under Agenda Item 1-D, the Commission approved granting an easement for sewer purposes to the City of Portland. Said easement is across an excess parcel of land and is needed in connection with the sanitary sewer being constructed by the City generally parallel to the Baldock Freeway near Spring Garden Street overcrossing. The easement area lies outside the normal highway right of way.

The attached Sewer Facilities Easement form bears the signatures of the Staff Attorney, Assistant Counsel, and Assistant State Highway Engineer. Please present said easement form to the Commissioners for the necessary signatures.

The original easement should be returned to this office for further processing. The duplicate copy may be retained for your records.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

RK:ls
Attachments

AUTHORIZED BY HIGHWAY COMMISSION
DATE July 14, 1966 page 34668
C. H. Head
Asst. Secretary

NOTED
C. W. HEAD

RECEIVED
SEP 20 1966

Form 8-240 (Rev. 8-63) SP 19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1966

26-1176

7080

SUBJECT: Erosion of Cutbank
SW Barbur Boulevard
Portland

To:

George E. Rohde
Chief Counsel

B u i l d i n g

Along the northerly side of SW Barbur Boulevard near its intersection with SW 17th Place we have a long-standing cutbank which shows some erosion.

This erosion jeopardizes an apartment house and a home which stand at the top of the cutbank. Although the erosion continues there is no immediate danger of any serious damage occurring to the buildings, and, consequently, we are not planning any immediate corrective work.

We are, however, placed in a position where if damage does occur, someone may attempt to place the liaibility for any damage against the Highway Commission.

The original road was constructed by the County and subsequently taken over by the State Highway Department as a state highway. The buildings were constructed after the highway was in operation.

It would seem to me that we have no liability in the matter unless we show some negligence in our maintenance activities.

Attached are copies of correspondence from our files for your use in determining whether or nor we have any liability in this matter and should pursue any corrective measures or the purchase of the land and improvements immediately above the cutbank.

ORIGINAL SIGNED BY E. S. HUNTER

ESH:je
Attachments

cc: F. B. Klaboe
L. W. Rulien

E. S. Hunter
Maintenance Engineer

RECEIVED
SEP 19 1966
STATE HIGHWAY ENGINEER

FORM E-90 9CM 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1966

SUBJECT: Erosion of Cutbank
SW Barbur Boulevard
Portland

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

After a careful review of conditions at the subject location, there are to my knowledge no erosion control methods that will arrest the sloughing at this location without a retaining wall. The cut, aggravated by a seepage condition, is too steep to be stable. I concur in the solution proposed.

It is further recommended that the surface of the backfill behind the wall be seeded and mulched. I understand this area is covered by a slope easement. The Division Engineer anticipates no difficulty from the property owners in performing this work. There is less than one-half acre in area; the cost should not exceed $200.00.

In addition, it is recommended that existing plant growth north and south of the proposed wall be not disturbed. It is valuable in controlling erosion. Even the brambles should not be sprayed unless they interfere with traffic.

I have also discussed the location of this wall with Barbee. Anticipating this highway will need be widened to six lanes, would it not be prudent to locate the face of the wall 42 feet from centerline to accommodate this change?

RECEIVED
OCT 7 1966
STATE HIGHWAY ENGINEER

Mark H. Astrup
Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
L. W. Rulien

Klaboe says to do no work.
B.

OFFICE OF STATE HIGHWAY ENGINEER

B

FORM E-30 50M 3-65 SP°64470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1966

SUBJECT: Erosion of Cutbank,
SW Barbur Boulevard
Portland

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

For several years considerable erosion has occurred on a cutbank between Stations 35+17 and ~~37~~ 38+19 along SW Barbur Boulevard.

The erosion threatens the adjacent property which is occupied by a rather large apartment house. This erosion has been a slow thing involving sloughing of the material and cannot be cured by simply re-sloping.

The property which could be affected is expensive property, and it is recommended that a retaining wall be constructed along the toe and the cutbank slope repaired and planted with suitable landscape material. The project has been discussed with Mr. Edwards and has his approval.

The Bridge Division has estimated the cost of the retaining wall to be in the neighborhood of $160,000. This may or may not be a firm estimate.

The plans for the retaining wall have been drawn and, with the addition of the specifications for the "pansy" planting, the project could be let soon.

Copies of the retaining wall plans, field cross sections, correspondence, and photographs are attached.

E. S. Hunter

E. S. Hunter
Maintenance Engineer

ESH:je
Enclosures

cc: Tom Edwards
L. W. Rulien

RECEIVED
MAR 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 5M 3-65 SP 6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 3, 1965
Salem, Oregon

SUBJECT:

To: E. S. Hunter
Maintenance Engineer

O F F I C E

Attention: G. D. Anderson

39+19

At your request we have designed the retaining wall along southwest Barbur Boulevard between Stations 35+17 and 37+19 as desired by the Division Engineer. This wall is shown on Drawings No. 21228 and 21229 of which two prints each are attached. Also attached is a roll of cross sections used to design this wall along with the letter from the Division Engineer.

Contrary to Mr. Rulien's estimate of the cost of the project, we find that the cost will be in the neighborhood of $158,000 instead of $50,000. Two copies of the estimate are attached.

Will you please look these plans over and determine if this is what the Division Engineer had in mind. If more copies are required, please notify us.

Theo. C. Roake
Assistant Bridge Engineer

Attachment
TCR:jf

NOTED
G. D. ANDERSON

Retaining Wall Bar
K. Archibald Sept 1, 1965

1
Mult

QUANTITIES SUMMARY

330' of Counterfort Wall

Concrete: 989 cu.yds. @ $70/cu.yd =	$69,200
Steel: 171,500 lbs @ $0.14/lb. =	24,000
Special Backfill: 3000 cu.yds @ $4.00/cu.yd. =	12,000
Excavation: 1500 yds @ $3/yd =	4,500
Shoring & Cribbing =	6,000
	$115,700
20%	22,300
TOTAL (SUB)	$138,000
2-33' Sloped ends add	$ 20,000
TOTAL	$158,000

Retaining Wall Bo. — 1

K. Archibald — Sept 1, 1965 — Mult

QUANTITIES SUMMARY

330' of Counterfort Wall

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Special Backfill: 3000 cu.yds @ $4.00/cuyd.	=	12,000
Excavation: 1500 yds @ $3/yd	=	4,500
Shoring & cribbing	=	6,000
		$115,700
20%		22,300
TOTAL (SUB)		$138,000
2-33' sloped ends add		$ 20,000
TOTAL		$158,000

FORM E-90 80M 8-61 SP:8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 10, 1965

To: Mr. E. S. Hunter
Maintenance Engineer
Salem

SUBJECT: Bank Improvement
Barbur Boulevard southerly of
S. W. Barbur and 13th
West Side

Attached is a plan and profile which contains cross sections of the old original cut slope at the subject location and on which has been shown sufficient data to enable the design of a retaining wall. A retaining wall is required from Station 35+50 to Station 38+75--a distance of 325 feet. It is proposed that the wall be located with the face of the wall 40 feet from the centerline of Barbur Boulevard. The wall height should be such that it will contain a 1½:1 slope. You will note that this will require an average wall height of nearly 16 feet. It will require excavation at the toe of the slope, and it will require backfill behind the wall which will have to be mainly placed from below.

It is thought that this project will cost around $50,000. It is difficult to see how Division 2 can pundle up this kind of money for correction of an old existing condition. Can you possibly help? I believe the job is too extensive for our bridge crew and would better lend itself to a contract. Please have the wall designed and advise me how I shall proceed.

L. W. Rulien
Division Engineer

LWR/lh
Enc.

cc: B. P. Huntley

8-19-65
L Rulien states 'it' end wall at above station except extend adequate lengt[h] [t]o down to cut height each end. Batter will 1" in 12" LLW

NOTED
L. L. WALLACE

NOTED
J. A. PHILLIPS

sch'd by G. Anderson 8-19-65

29-1603 4th St. at Main Ave. on Ore. Coast Hwy. Tillamook. (Signal) 1967

#7081

614.358

FORM E-123

RECEIVED
MAY 15 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

29-1

7081

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 14, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Attention: Mr. Ray O. Sims

Gentlemen:

Re: Tillamook Traffic Signals
Contract No. 7081

Your letter of April 25, 1968, concerning liquidated damages assessed on the above contract has been referred to this office for reply.

The liquidated damages were assessed on the following basis.

The contract allotted 110 calendar days to complete the work. The work was essentially completed and the signals activated with 129 calendar days being charged. The work remaining at that time consisted of finishing the painting of the poles. This work was completed with 138 calendar days being charged.

The contractor's operations were delayed 14 days by the State in the early stages of the work in arranging satisfactory pole details.

In the nine days charged after the activation of the signals, the contractor consumed two days in completing the painting.

The conditions listed above warrant an increase of 21 days without assessment of liquidated damages which was done. You were assessed liquidated damages for five days delay in failure to activate the signals for traffic and the two days consumed in completing the work after the signals were activated.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: Floyd A. Query

NOTED
FLOYD QUERY

RECEIVED
MAY 7 - 1968
FOR FILING
29-1603
7081

May 6, 1968

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A post-final payment for $630 will be made to Sims Electric, Inc., on Contract No. 7081 for traffic signal installation on the 4th Street at Main Avenue (Tillamook) of the Oregon Coast (U.S. 101) Highway in Tillamook County, as soon as the warrant is prepared.

The total amount paid on this contract will be $6,236.33, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Insurance, Inc.
830 S.E. Rose
Roseburg, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 30 1968

FOR FILING

29-1603

7081

April 29, 1968

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Attention: Mr. Ray O. Sims

Gentlemen:

Your letter of April 25 makes a claim for an additional extension of time on Contract No. 7081 for the installation of traffic signals in Tillamook.

Your letter is being referred to Mr. Ivan Merchant, head of the Bridge Division, who had charge of this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Mr. Ivan Merchant

SIMS ELECTRIC INC

TELEPHONE (503) 673-5521 • 721 S. E. OAK AVENUE • ROSEBURG, OREGON 97470

April 25, 1968

Oregon State Highway Department
Floyd Query, Secretary
State Highway Building
Salem, Oregon

Re: Tillamook Traffic Signals
Contract No. 7081

Gentlemen:

Thank you for your letter of April 24th advising that twenty one days extension has been provided for the contract.

We were fully entitled to the twenty eight calendar days requested which is the liquidated damages assessed and was the required to complete the work. It evidently was not fully granted either because the request was not adequately presented or there was some feeling that the contractors hands should be "slapped" because the job did run over the number of calendar days allowed. In either case we would like to make further claim for the seven days extension not allowed so could you kindly advise the basis for the Commission not allowing the full twenty eight days so that we may adequately present a case for them.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:ts

RECEIVED
APR 26 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1968
FOR FILING

29-16C3
1781

April 24, 1968

#2

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 7063 for traffic signal installation on 4th Street at Main Avenue in Tillamook.

After careful consideration, the Commission granted you a 21-day extension of time.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
George Danforth
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
MAR 29

FORM E-30 BOM 7-64 SP*6229-734

21-1463

7021

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1968

SUBJECT: sig in Const Standards

To:

MEMO TO THE FILES

In reply to Mr. Cooper's letter of March 22 (copy attached) I have had for some time a growing concern over the need of following the "long method" of approving structural details on sign and signal poles and on sign bridges.

I have instructed the Bridge Division to prepare standard drawings carrying all fabrication details thereon for these three items and to check industry catalogues of these three specific items for adequacy.

This work has not been completed but when it has we will furnish in standard contract plans our standard drawings and list in the special provisions the industry's units which will be acceptable without the fabrication detail checking routine.

The industry will be advised that if it has some product not covered in the above procedure it may submit it to us and if the product meets our criteria it will be added to the list of approved details.

The above procedures should eliminate this trouble. Some additional field engineering will be required, in that it is necessary to have pole base elevations for inclusion on the plans.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc/enc. Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

RECEIVED
MAR 25 1968

29-1603
1681

March 22, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
April 16, 1968 meeting

Gentlemen:

Sims Electric, Incorporated, contractor for the construction of traffic signals at 4th Street and Main Street in Tillamook on the Oregon Coast Highway, Tillamook County, Contract No. 7081, has requested that he be granted an additional 28 days without assessment of liquidated damages to complete the contract work. The contractor cites late delivery of poles (occasioned by delays on the part of the State in approving shop details for the poles) and inclement weather as his reasons for failure to complete the work on time.

The contract allotted 110 calendar days to complete the work. The work was essentially completed and the signals activated with 129 calendar days being charged. The work remaining at that time consisted of finishing the painting of the poles. This work was completed with 138 calendar days being charged.

The contractor's operations were delayed 14 days by the State in the early stages of the work in arranging satisfactory pole details.

In the nine days charged after the activation of the signals, the contractor consumed two days in completing the painting.

The conditions listed above warrant an increase of 21 days without assessment of liquidated damages. I recommend that a 21-day extension without assessment of liquidated damages be granted and that the contractor be assessed $210 for the remaining seven days consumed.

This matter will be on the agenda for your consideration at the April 16 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Marchant
C. H. Maison
R. D. Asburry

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7081 Contractor Sims Electric, Inc

Highway Oregon Coast

Section 4 th & Main (Tillamook)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 21 days without assessment of liquidated damages account delay in arranging satisfactory pole details and activating signals prior to completion of painting, assess liquidated damages for 7 days.

Recommended for Approval:

Division Engineer

Construction Engineer or Asst. Bridge Engineer

Asst. State Highway Engineer

Contract No.	7081
Project designation	State (State-Federal)
Date awarded	August 9, 1967
Work started	September 25, 1967
Per cent completed	100% (Feb 8, 1968) (Date)
No. of Workdays Allowed	110
No. of Workdays Used	138
No. of Added Workdays Requested	28

E—320 (Rev.)—5M—10-57

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 21 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 6, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 110 days to 13 days, within which to complete our Contract No. 70 1, without the assessment of liquidated damages. The said contract is described as follows:

Signal Installation, 4th & Main Street, Tillamook, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Work prevented from 10/4/67 to 12/11/67. The poles were ordered 8/14/67 immediately upon award of the contract but are not to be delivered until the week of December 11, primarily due to the delay in approval of shop drawings. The drawings left the factory Aug. 31 and were not finally returned approved until Oct. 23. Two weeks are required to make the installation after the poles are on the site. Allowing time in transit for the poles, time for inspection and time for favorable painting weather, and additional 2 calendar days are required to complete the work.

Respectfully submitted,

Sine Electric, Inc.
Contractor

By Ray O. Sine

CONSENT OF SURETY

Date December 6, 19 67

We, MARYLAND CASUALTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. E. Bailey
Attorney-in-fact
J. E. Bailey

BAILEY & DE BERNARDI INSURANCE, INC.
Resident Agent
J. E. Bailey

(SEAL)

RECEIVED
MAR 25 1968

29-1603
7081

Salem, Oregon
March 22, 1968

Tom Edwards
Assistant State Highway Engineer
O F F I C E

Contract No. 7081
Traffic Signals
4th & Main
Tillamook

I am transmitting the request for an extension of time on Contract No. 7081 to the Commission in accordance with your recommendation.

In analyzing the reason for the time extension, I find a matter that has worried me somewhat and ask that you look into it. I refer to the 14-day delay for "arranging satisfactory pole details".

In matters involving the Bridge Division, I frequently note delays apparently occasioned by design matters that occur ex post facto. While these delays may be necessary, I am asking that you look into the matter to see if our operations in this area cannot be bettered.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 15 1968

29-16C3
7081

March 14, 1968

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

A post-final payment for $46.33 will be made to Sims Electric, Inc., on Contract No. 7081 for traffic signal installation on 4th Street at Main Avenue in the city of Tillamook on the Oregon Coast Highway in Tillamook County, as soon as the warrant is prepared.

The total amount paid on this contract will be $5,606.33, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Insurance, Inc.
830 S. E. Rose
Roseburg, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968
FOR FILING
29-1603
7081

February 29, 1968

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7081 awarded to Sims Electric, Inc., for traffic signal installation on 4th Street at Main Avenue in the city of Tillamook on the Oregon Coast Highway in Tillamook County was completed on February 8, 1968, and accepted by the Highway Commission on February 28, 1968.

Final payment in the amount of $5,041.60 will be released to the contractor after March 7, 1968. The total contract amount is $5,560.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fls

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Insurance, Inc.
830 S. E. Rose
Roseburg, Oregon 97470

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 29 1968
FOR FILING
29-1603
1091

February 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed February 8, 1968, on Contract No. 7081. The contract was with Sims Electric, Inc., and was for a traffic signal installation on the 4th Street at Main Avenue Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Ivan Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Marchant
L. H. Young
R. D. Asburry

srb jes

29-1603 C 4287

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 4th St. at Main Ave.		WEEK ENDING: February 17, 1968
		SECTION PREFIX: 29-1603
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Tillamook Traffic Signals	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric, Inc.	CONTRACT NUMBER: 7081	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 9, 1967	DATE WORK STARTED: Sept. 25, 1967	COMPLETION DATE: February 8, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 110	WORK DAYS USED / CALENDAR DAYS USED: 138
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 125
PROJECT AUTHORIZATION: $ 7,200.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 6,688.00	ENGINEERING AUTHORIZATION: $ 512.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ * 5,560.00	ENGINEERING COST TO DATE: $ 1,269.23	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN * 17 %	PERCENT OF AUTHORIZATION: 248 %	DATE PROJECT WAS COMPLETED: February 8, 1968

* These figures reflect $ 840 liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.			Traffic signals				
PERCENT				100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair	no		
MONDAY	"	"		
TUESDAY	"	"		
WEDNESDAY	"	"		
THURSDAY	"	"		
FRIDAY	"	"		
SATURDAY		"		

RECEIVED
CONSTRUCTION DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Prepared semi-final estimate.
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was prepared and mailed Thursday of this week.

We have not received word as to the disposition of the claim from the contractor for the extra wires across Main Ave. This may require a price agreement at a later date.

FINAL REPORT

SIGNED C. H. Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM 6-150

RECEIVED
AUG 23 1967
COMMISSIONERS
FILING

GLENN L. JACKSON, CHAIRMAN
NEDONNA BEACH

KENNETH H. FRIDLEY, MEMBER
BAKER

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1967

29-1603
7081

Sime Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7081 for traffic signal installation on 4th Street at Main Avenue in the City of Tillamook on the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.
cc Maryland Casualty Company
Baltimore 3,
Maryland

Bailey & DeBernardi Insurance, Inc.
830 S.E. Rose
Roseburg, Oregon

RECEIVED
SEP 19 1967
FOR FILING

29-1603
7081

August 9, 1967

Bid July 27

Sime Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for traffic signal installation on 4th Street at Main Avenue in the City of Tillamook on the Oregon Coast (U.S. 101) Highway in Tillamook County for the sum of $6,400.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Tillamook is received and the sum of $3,600.00 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7081. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
R. D. Asburry
George Danforth
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis

RECEIVED
JUL 31 1967
FOR FILING

29-1603

7081

June 14, 1967

Agenda
4 V

City of Tillamook
City Hall
Tillamook, Oregon 97141

MISC. CONTRACTS and
AGREEMENTS No. 3358

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals at the intersection of Main Avenue and Fourth Street in Tillamook.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Encl.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
MAY 11 1967
FOR FILING

Fred W. Hill, Member
Felix
29-1603
7081

May 10, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Tillamook for the installation of traffic signals at the intersection of Main Avenue and Fourth Street in that city.

This agreement provides that the State shall do the work of the project, with the City to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of this installation is $9,000, the State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R.L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
R. D. Asburry
C. H. Maison
H. S. Cox

LEG:njc jw

RECEIVED
APR 18 1967
FOR FILING

29-1603

7081

April 17, 1967

Mr. M. S. Paulson
City Manager
City Hall
Tillamook, Oregon 97141

Dear Mr. Paulson:

Your letter of April 5 indicates approval of your City Council for installation of signals at the intersection of Main Avenue and Fourth Street in Tillamook, under co-operative arrangement wherein the State and City will share equally in the initial cost, estimated at $9,000, with the City committed to care for subsequent maintenance and power consumption costs.

You do stipulate that approval is conditioned upon the City being billed for its pro rata share after July 1, 1967. This will be satisfactory and we will plan to call for bids subsequent to July 1.

I transmit for execution by City officials, two copies of the State-City agreement covering this project. I call your particular attention to Item 5 under THINGS TO BE DONE BY THE CITY, requiring passage of an ordinance or resolution authorizing the Mayor and City Recorder to enter into the agreement on behalf of the City. If you will care for execution by the City and return the agreements to this office it will be submitted to the Highway Commission for its consideration, after which one copy of the fully executed agreement will be furnished the City.

In your letter you requested there be sent to you the necessary forms in making application for aid from the $250,000 City Allotment Fund. Our City-County Relations office indicates that they have already cared for this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry
H. S. Cox

Enc.

FBC:njc ja

MAYOR
LEROY C. GRANT

COUNCILMEN
JOHN SANDER
HOWARD EDWARDS
ROBERT C. CARROLL
JAMES C. NELSON
CLARE BIGELOW
CHESTER STEWART, JR.

RECEIVED
APR 10 1967
TRAFFIC ENGINEERING

CITY RECORDER
GENEVA GATENS

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

TILLAMOOK CITY

TILLAMOOK, OREGON 97141

Edwards
Globe p. 161

April 5, 1967

Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This is in reply to your letter of March 21, 1967, concerning the installation of traffic signals at the intersection of Main Avenue and Fourth Street in Tillamook.

The City Council approved the installation with the City paying one-half of the estimated installation cost of $9,000 and paying for the future power consumption and maintenance. This approval is with the understanding that the payment of the $4,500 will not be requested until after July 1, 1967 as we will have to include it in our next fiscal year budget.

Would you also please send the forms necessary for us to apply for aid from the annual $250,000 Special City Allotment fund for cities under 5000 population.

Very truly yours,

H. S. Paulson
City Manager

HSP:g

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1967
FILE FILING
29-1603
7081

March 21, 1967

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon 97141

Dear Mr. Paulson:

This is in further regard to your letter of March 6 concerning the installation of traffic signals at the intersection of Main Avenue and Fourth Street in Tillamook.

We have completed our investigation of this intersection and it was found that the installation of pretimed traffic signals is warranted. The estimated cost of the signal plus interconnection to the existing signals is $9,000.

The State Highway Department would be willing to enter into an agreement with the City for the installation of signals at this intersection, provided that the City would agree to pay half the cost of the installation and care for future maintenance and power consumption.

If the above proposal is satisfactory to City officials, we will arrange to prepare the necessary agreements, after which the installation will be let to contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry (enc.)

VPJ:hm ja

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1967

To: Mr. F. B. Crandall
Division Traffic Engineer
D E P A R T M E N T

SUBJECT: Traffic Signal Investigation
Main Avenue at 4th Street
City of Tillamook
US 1-1-Hwy. #9-MP 65.79
Assign. Edw. 5427

The above numbered assignment is the result of a February 28 letter from Tillamook City Manager H. S. Paulson requesting the installation of a traffic light at the intersection of Main Avenue (US 101 Southbound) and 4th Street.

The subject location is a right angle cross-type intersection. Main Avenue is one-way southbound. 4th Street carries two-way traffic. The intersection is within the main business area. Traffic on 4th Street is stopped at Main Avenue. The intersection is illuminated. There are traffic signals on Main Avenue at First and Third Streets. Main Avenue is 36 feet in width between curbs and is striped for two lanes and parallel parking. 4th Street is 44 feet in width between curbs east of the intersection and 39 feet in width between curbs west of the intersection. 4th Street has parallel parking. There is only approximately 165 feet between Main Avenue and Pacific Avenue which is the northbound leg of the one-way couplet. Sight distance to the north from the east leg of 4th Street is restricted by a building to approximately 100 feet. Sight distance to the north from the west leg of 4th Street is restricted by a building to about 150 feet. These sight distances increase rapidly as a vehicle pulls forward over the cross walk. There are two large grocery stores located approximately one block west of the subject intersection.

There is attached a collision diagram covering the subject intersection for the six year period from 1-1-61 to 12-31-66 which indicates that there were 15 reported accidents. There were no fatalities but 8 persons were injured. The accidents consisted of 5 angles, 3 rear ends, 3 turning movements, 3 pedestrians, and one backing accident. Four accidents occurred in 1966, two of which were of the type that might have been preventable by signal installations.

In talking with Mr. Paulson, he indicated to me that the City Police had investigated 6 accidents at the intersection in 1966 rather than 4 that we show. In addition to the accidents shown on the

NOTED
TRAFFIC CONTROL

collision diagram, they had investigated an angle accident in June and an accident in March which occurred when a vehicle skidded into another vehicle while trying to avoid a pedestrian.

A 16 hour vehicular and pedestrian count taken at the subject location on March 10 and 13, 1967 is attached. The account indicates that a total of 7746 vehicles entered the intersection with 68% entering from Main Avenue.

According to data received from the permanent traffic recorder at Rockaway, the average week-day volume in March is only 80% of the ADT. The traffic volume on the coast highway is quite seasonal reaching a very pronounced peak in July and August.

There is attached a traffic signal warrant comparison sheet which compares the conditions at the subject location with the warrants prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways. This sheet indicates that for all practical purposes, the minimum vehicular volume warrant is met particularly when we consider the seasonal variation in traffic volumes.

I discussed the investigation with Mr. Paulson but we did not yet have the traffic count data. Mr. Paulson said that they would surely go along with any recommendations the Highway Department might have. He would want us to remember, however, that in his opinion traffic volumes are at a near low in March. He hoped that we would take this into consideration when analyzing the intersection.

In view of the minimum vehicle volume warrant being nearly met, it is recommended that a pre-timed traffic signal be installed and that it be interconnected with those at the First and Third Street intersections.

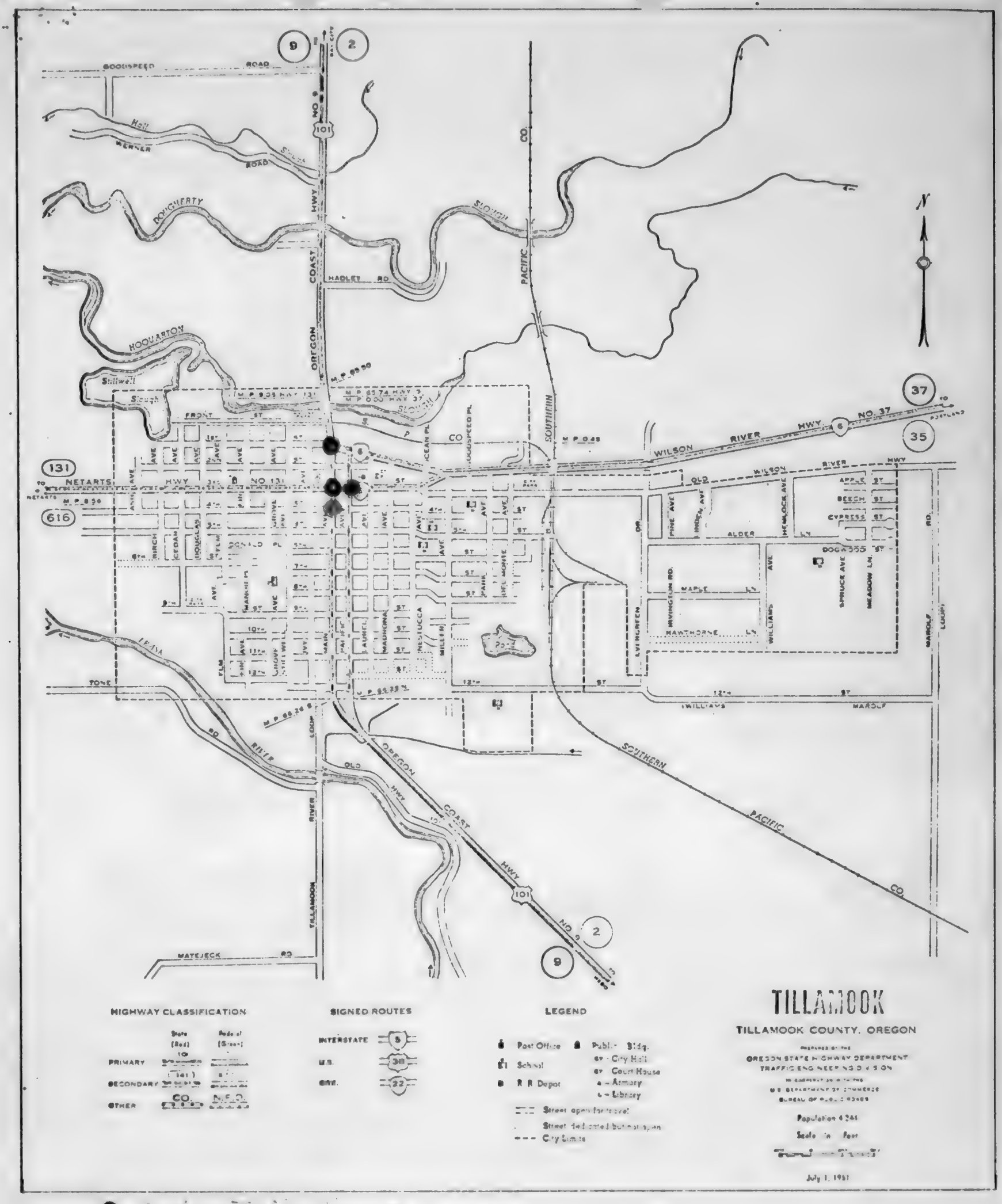
Would you please review these recommendations and if you concur, forward the report through Mr. Vic Wolfe. A suggested draft reply is attached.

R. D. Asburry
Division Engineer

By Roger Trygstad
Roger Trygstad
Division Traffic Engineer

RT:mj

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER



Existing Trail
Proposed Trail

RECEIVED
MAR 7 - 1967
FOR FILING

29-1603

7081

March 6, 1967

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon 97141

Dear Mr. Paulson:

This will acknowledge your letter of February 28 requesting the installation of a traffic signal at the intersection of Main Avenue and Fourth Street in Tillamook.

We will investigate this location and at such time as the investigation is completed we will be in further communication with you.

In regard to the existing traffic signal installation at the intersection of First Street and Main Avenue, we will arrange to have mailed to you an instruction manual and parts catalogue for the controller.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry - Please investigate and report.
J. J. Gix - Please furnish Mr. Paulson with an instruction manual and parts catalogue.

VPJ:hm ja

MAYOR
GEO. H. BAILEY
COUNCILMEN
CHAS. D. BAILEY
LEROY GRANT
JOHN SANDER
JOHN D. UNDERWOOD
HOWARD L. EDWARDS
ROBERT E. CARROLL

REFERRED TO: 1217
L. L. RIO Dickinson
BY ASST. TRAFFIC ENGR.
BY ASST. TRAFFIC ENGR.

CITY RECORDER
GENEVA GATENS
CITY ATTORNEY
WARREN A. McMINIMEE
CITY MANAGER
H. S. PAULSON

TILLAMOOK CITY

TILLAMOOK, OREGON 97141

FEB 28 1967 TILLAMOOK CITY CORPORATE

RECEIVED
MAR 2 1967
TRAFFIC ENGINEERING

February 28, 1967

Mr. F. B. Crandall, Traffic Engineer
State Highway Department
Salem, Oregon

Dear Mr. Crandall:

The Tillamook City Council has directed me to write your department and request the installation of a stop and go light at the intersection of Main Avenue and Fourth Street. The Council believes that due to the increasing traffic and congestion at this intersection that signals are necessary.

If a study of this situation by your department deems it advisable to signalize this intersection it would be appreciated if we could receive this information in time to include the necessary funds in our next fiscal year budget.

In regard to the signals installed at the intersection of First Street and Main Avenue in 1966, we have not received any instruction manual or parts catalogue. Fortunately they have been operating without requiring any maintenance to date.

Very truly yours,

H. S. Paulson
City Manager

HSP:g

NOTED
L.E. GEORGE

29-4211 Sam Reed Bridge Maintenance 1967
Painting.
#7082

RECEIVED
DEC 1 - 1967
FOR FILING

29-4211
7082

November 29, 1967

General Insurance Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 7082 awarded to J. E. Brown Company for maintenance painting on the Sam Reed Bridge on the Oregon Coast Highway in Tillamook County was completed on November 2, 1967, and accepted by the Highway Commission on November 28, 1967.

Final payment in the amount of $1,182.06 will be released to the contractor after December 6, 1967. The total contract amount is $19,701.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J. E. Brown Company
1000 S. E. 12th Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1967
FOR FILING

29-4211

7082

November 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1967, on Contract No. 7082. The contract was with J. E. Brown Company and was for maintenance painting on the Sam Reed Bridge on the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 28, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
R. D. Asburry

FORM H-123

RECEIVED
AUG 24 1967
STATE HIGHWAY DEPT.
SALEM

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. PHIPLEY, MEMBER
WASCO
DAVID H. ROBINSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

29-4211
7082

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

August 23, 1967

J. E. Brown Co.
1000 S. E. 12th Avenue
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7082 for maintenance painting on the Sam Reed Bridge on the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win
Encl.

cc **General Insurance Company of America**
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

RECEIVED
AUG 9 1967
FOR FILING

22-41211

7082

August 9, 1967

J. E. Brown Co.
1000 S. E. 12th Avenue
Portland, Oregon

Gentlemen:

Enclosed are three copies of Contract No. 7062 for $19,701.00 awarded to you by the State Highway Commission on August 7, 1967. This contract is for maintenance painting on the Sam Reed Bridge on the Oregon Coast Highway in Tillamook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asburry
George Danforth

34-1621 110th Ave.-Jamieson Rd. 1967
(Beav.) Sec. of the Beav.-
#7083 Hillsdale Hwy. (Signals)

NH 392

RECEIVED
MAY 21 1968
FOR FILE
34-1621
7083

May 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 7, 1968, on Contract No. 7083. The contract was with Sims Electric, Inc., and was for the traffic signal installation on the 110th Avenue-Jamieson Road (Beaverton) Section of the Beaverton-Hillsdale Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 21, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maleon
Ivan Merchant
L. H. Young
L. W. Rulien

srb jko

RECEIVED
MAY 2 1 1968
FOR FILE
34-1621
1043

May 21, 1968

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

Contract No. 7083 awarded to Sims Electric, Inc., for traffic signal installation on 110th Avenue and Jamieson Road in Beaverton on the Beaverton-Hillsdale Highway in Washington County was completed on March 7, 1968, and accepted by the Highway Commission on May 21, 1968.

Final payment in the amount of $1,012.68 will be released to the contractor after May 29, 1968. The total contract amount is $33,911.70 including $155.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd [illegible]nery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey and DeBernardi Insurance, Inc.
[illegible] S. E. Rose
Roseburg, Oregon 97470

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1968

FORM E-30X—50M—7-68

FOR FILING
34-1621
1183

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

April 9, 1968

To: L. W. Young
Office Engineer
B U I L D I N G

SUBJECT: Traffic Signal Project
Jamieson Road-110th Ave.
Beaverton-Hillsdale Hwy.

This letter is to advise you that I have checked into the matter of equipment repayment by the contractor for the traffic signal project on the Beaverton-Hillsdale Highway (Jamieson Road-110th Avenue Section) Contract No. 7083.

The State has been repaid approximately one-half of the total amount of equipment borrowed. The remainder of the equipment is on order and the factory is shipping directly to the Sign Department. Both the Resident Engineer's office and this office has correspondence from the contractor indicating that this equipment will be replaced.

Since the loan of this equipment was made originally for the convenience of the State, and since we have written assurance that the replacement equipment is on order and will be returned, it is the recommendation of this office that final payment be made to the contractor. The installation and its operation are satisfactory and meet all the requirements of the plans and specifications.

L. E. George
Assistant Traffic Engineer

NOTED
TOM EDWARDS

LEG:mk

cc: Tom Edwards
I. D. Merchant
E. S. Hunter
L. W. Rulien

RECEIVED
APR 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-121X SOH 7-66

RECEIVED
DEC 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

34-1121

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1967

The Union Metal Manufacturing Co.
Room 202 - Sylvan Building
2035 S. W. 58th Street
Portland, Oregon 97221

Attention: Jerry Kolling

Subject: 110th Ave.-Jamieson Rd.
(Beaverton)
Beaverton-Hillsdale Highway
Washington County
Contract No. 7083

Gentlemen:

In reply to your letter of December 20, 1967, regarding the substitution of the 11" - 3 gauge x 26' poles numbered 11 and 12 of the subject contract, instead of the 11" - 0 gauge x 26' poles as shown on your drawings numbered XEA-10022 and XEA-10023 which were approved by us on November 13, 1967.

We will allow the substitution of 3 gauge poles for that of the 0 gauge, provided the minimum yield strength of 55,000 psi is met. It will be necessary for you to provide certification through independent laboratory tests to verify the minimum yield strength of 55,000 psi or greater. As you state in your letter, this should be done by independent laboratory tests. Also as stated in your letter, the shop drawings should be resubmitted in order that formal approval of the plans may be made.

This letter confirms our telephone conversation of this date.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

TCR:jr

cc: Ray Sims - Sims Electric
Tom Edwards (w/attach.)
W. E. Mueller (w/attach.)
L. W. Rulien (w/attach.)

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

December 20, 1967

PLEASE REPLY TO—
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

Oregon State Highway Department
State Highway Building
Salem
Oregon 97310

Attention: Mr. T. C. Roake
Bridge Department

Subject: State of Oregon Contract No. 7083
Sims Electric Project
Pacific Union Metal Order 49881
110th Avenue to Jamieson Road
Beaverton, Oregon

Dear Mr. Roake:

As you probably know, the subject traffic signal installation has received considerable adverse TV publicity and pressure by the City of Beaverton, to complete this installation as quickly as possible. In fact, I have been contacted by your Mr. Tom Edwards, who requested that we do everything possible to expedite this job. In an effort to do so, we are attempting to complete this order ahead of schedule, with the most readily available components.

Among our approved drawings received from you were XEA-10022, covering pole #11, and XEA-10023, covering pole #12. Both of these poles had a shaft of 11" - 0 gauge x 26' length. These drawings were marked for these shafts to have a minimum of 33,000 psi yield strength. We would respectfully request that you consider the substitution of an 11" - 3 gauge x 26' shaft for these poles, both of which would have a special guaranteed minimum yield strength of 55,000 psi, which we can verify by independent laboratory tests to ASTM requirements for such tests.

Further, I would like to take the liberty of calling you on December 26th to obtain your preliminary verbal approval of this substitution, from which we would be willing to proceed and would also, of course, resubmit these drawings or follow whatever procedure you would require for formal approval.

Thank you very much for your assistance in this matter.

Very truly yours,

THE UNION METAL MANUFACTURING COMPANY

G. W. Kolling,
Northwestern District Sales Manager.

GWK:gh

cc: Ray Sims - Sims Electric
George Dunn-PUMCO

RECEIVED
NOV 22 1967
FORM E-30X—30M—12-65 84677

34-1621
7083

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 21, 1967

To: MEMO TO FILE

SUBJECT: Traffic Signals - 3 Intersections:
Jamieson Avenue
Western Avenue
110th Avenue
Beaverton-Hillsdale Highway

On November 17, in company with Messrs. Rulien and Mueller, I met with Mr. Malsey, City Manager; Mr. Lowery; a representative from PP&L; and Mr. Sims, Contractor; regarding possible temporary signal installations at the subject locations pending permanent installations.

The City is quite anxious to make some arrangement for a temporary signal installation to be operative during the Christmas season at two of the three intersections: Western Avenue and 110th Avenue. Points made regarding this possibility insofar as we are concerned were as follows:

1. Any arrangement for a temporary, wood pole, span wire installation would be entirely between the City and the Contractor.

2. The cost of any temporary installation would be the sole responsibility of the City.

3. Any temporary installation made would have to conform to standard permanent installation with respect to configuration -- number and positioning of signal heads.

4. That if the City can make a deal with the Contractor and the power company the State would cooperate to the extent of supplying, on a loan basis, any "short" equipment, hardware, etc., as we are able and have in stock.

Mr. Malsey, in clearing this proposition with his Council, has two problems, (1) the cost, which would probably be on the order of $2500-$3000, and (2) a rather shakey commitment on the part of Mr. Sims that he could have a temporary installation operative in advance of the Christmas shopping period. He indicated he would present the matter to his Council on Monday and apprise all parties concerned of the Council's decision.

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

FBC:njc
cc: Tom Edwards
L. W. Rulien

RECEIVED
NOV 14 1967
FOR FILING
34-1621
7C93

November 13, 1967

Mr. Robert O. Malsey
City Manager
450 S. Hall Street
Beaverton, Oregon 97005

Dear Mr. Malsey:

We have your November 8 letter concerning the critical need for the traffic signals at 110th, Western Avenue, and Jamieson Road in Beaverton.

Unfortunately, contractors are facing a materials situation under which copper wire products and signal controllers are extremely difficult to acquire, there being a delay of many months (nine to twelve) between the placing of orders and receipt of materials.

We have, in this case, entered into an agreement with the contractor to furnish some of the critical items from our stock on a loan basis. We do not have the poles in stock but we are advised by the steel company (Union Metal) that the poles will be available approximately January 15, 1968. The contractor has assured us that he will have preliminary work done to the end that installation will proceed immediately upon receipt of the poles. By this method, we expect to expedite this project by several months.

We appreciate your concern and will ask our people to again review the signing, speed zoning, and markings to be sure that the intersections are in the best possible condition to handle the traffic during the next two months.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Forrest Cooper
Tom Edwards
Victor D. Wolfe
F. B. Crandall (enc)

TE:ja ms

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON 97005
TELEPHONE 644-2191

November 8, 1967

Oregon State Highway
Department
Salem, Oregon 97310

ATTENTION: Mr. Forrest Cooper
State Highway Engineer

Gentlemen:

The Beaverton City Council has directed me to re-emphasize the seriousness of the delay in traffic signal installations on the Beaverton-Hillsdale Highway at 110th, Western Avenue, and Jamieson Road in Beaverton.

Our concern with traffic congestion and conflicts of these particular intersections has been expressed during the past two years in correspondence and verbal communication with appropriate agencies and departments.

In directing this appeal; the Council observes that, in our opinion, the traffic signals were required long before the need was confirmed by the Highway Department. The need has been substantiated by accident incidence and phenomenal increases in traffic volumes during the past 18 months.

The need was further confirmed by the execution of an agreement early in 1967, which provided for equal share in the cost by City and State.

The immediate concern is the approaching holiday season and the burden imposed upon the City's police and administrative officers in coping with 20 to 30 thousand vehicles per day at each intersection.

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Since the most recent estimate of the installation date has been established as February, 1968, our appeal at this time is for some interim control to assist us in handling the certain confusion during the next sixxweeks.

We urge your immediate consideration and action in this matter.

Yours truly,
CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM: lem
cc: Beaverton City Council
Beaverton Area Chamber of Commerce
Mr. William L. Hall
Councilman Don Johnson

RECEIVED
OCT 19 1967
FOR FILING

34-1621
7083

October 18, 1967

Mr. Ray O. Sims
Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Dear Mr. Sims:

Based on telephone conversations between Mr. George of our Traffic Engineering Division and your office, we wish to confirm the following action concerning the Beaverton traffic signal project (Contract 7083) located on the Beaverton-Hillsdale Highway on the 110th Avenue-Jamieson Road Section.

In order to complete this project as expeditiously as possible, the State will furnish to you on a repayment loan basis the traffic signal control equipment, the pedestrian and vehicular signal head equipment with pole clamps, the pedestrian push button and the vehicle detection equipment. This equipment will be furnished to you with the understanding that it will be replaced by you at such time as your equipment for the project is delivered from your supplier.

It is understood that this material loan will enable the completion of the signal system by approximately mid-January, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
L. W. Rulien

LEG:mk ja

RECEIVED
OCT 24 1967
FOR FILING

34-1621
7083

FORM E-30X—500—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 13, 1967

SUBJECT: Equipment
Traffic Signal Installation
110th Avenue-Jamieson Rd. Sec.
Beaverton-Hillsdale Highway

To: E. S. Hunter
Maintenance Engineer
BUILDING

I have had further discussions with Mr. Edwards concerning the furnishing of equipment to Sims Electric for the 110th Avenue-Jamieson Road Section traffic signal project on the Beaverton-Hillsdale Highway.

Information obtained concerning his delivery dates on various portions of the equipment indicate that if the State furnishes the signal control equipment and the traffic signal heads, including the pedestrian heads, the contractor will be able to make the final installation approximately the middle of January. Mr. Edwards has approved proceeding on this basis.

Will you request your sign department to furnish the equipment shown on the attached list at such time as Sims Electric is ready to install it.

L. E. George
Assistant Traffic Engineer

LEG:njc
Attachment

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-11-21
7083

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 22, 1967

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7083 for traffic signal installation on 110th Avenue at Jamieson Road in the City of Beaverton on the Beaverton-Hillsdale Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Maryland Casualty Company
Baltimore 3,
Maryland

Bailey & DeBernardi Insurance, Inc.
830 S.E. Rose
Roseburg, Oregon

RECEIVED
SEP 19 1967
FOR FILING

34-1621
7083

August 10, 1967

Bid July 27

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on August 7, 1967, accepted your proposal for traffic signal installation on the 110th Avenue-Jamieson Road (Beaverton) section of the Beaverton-Hillsdale Highway in Washington County for the sum of $33,500.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Beaverton is received and the sum of $18,650.00 is deposited by the city.

Those conditions were fulfilled and the State Highway Engineer on August 9, 1967, awarded you the project, which has been assigned Contract No. 7083. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 22, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
L. W. Rulien
Warren Mueller
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 4 1967
FOR FILING

34-1621
7083

August 4, 1967

Mr. Robert O. Malsey
City Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Malsey:

On July 27 bids were opened for the installation of traffic signals at the intersections of the Beaverton-Hillsdale Highway with S. W. Jamieson Road, S. W. Western Avenue and S. W. 110th Avenue in Beaverton.

The low bid was $33,500. When the 12½ percent engineering cost is added to this bid, the total estimated cost of the project becomes $37,687.

Under the terms of the State-City agreement, the City is to pay one-half of the total cost of the project, which would be $18,843. The City has deposited $15,500.

We have carefully examined the bids and believe that they are in order. It is our recommendation that we proceed with the award of the contract, but before doing so it will be necessary that we receive from the City its check for $3,343.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Floyd Query
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young
H. S. Cox

VPJ:ji ja

RECEIVED
AUG 23 1967
FOR FILING
34-1621
7083

Agenda
4Z

MISC. CONTRACTS and
AGREEMENTS No. 3312

August 3, 1967

City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention: Mrs. Marjorie Kerber
City Recorder

Gentlemen:

Enclosed for your files is a fully executed copy of an agreement covering the installation of traffic signals on the Beaverton-Hillsdale Highway at the intersections of S. W. Jamieson Road, S. W. Western Avenue and S. W. 110th Avenue in Washington County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
JUN 22 1967
FOR ...

34-1621

7083

June 21, 1967

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Beaverton for the installation of fully-actuated traffic signals on the Beaverton-Hillsdale Highway at the intersections of S.W. Jamieson Road, S.W. Western Avenue and S.W. 110th Avenue in Washington County.

This agreement provides that the State shall do the work, with the City agreeing to pay one-half the cost, maintain the installation and pay for electrical energy. The total estimated cost of this project is $31,000; State's share to be taken from Minor Betterment Funds. A check in the amount of $15,500 has been received from the City as its share of the cost.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
C. H. Maison
H. S. Cox
L. W. Rulien

FBC:njc jw

RECEIVED
JAN 16 1967
FOR FILING

34-1621

7083

January 16, 1967

Mr. Robert O. Malsey
City Manager
450 S. Hall Street
Beaverton, Oregon 97005

Dear Mr. Malsey:

Your recent correspondence with our Division Engineer, Larry Rulien, requested a consideration of improving the Beaverton-Hillsdale Highway west of Jamison Road, Western Avenue, and 110th Avenue.

We agree that, due to developing conditions in the area, traffic signals should be installed at these locations and that future widening of the Beaverton-Hillsdale Highway is needed. However, any integration of traffic signals with a construction project in the area could result in 18 to 24 months' delay before a contract could be let for their installation.

It is suggested that temporary traffic signals be installed at Western Avenue and 110th Avenue. Permanent signals can be installed at Jamison Road, since channelization already exists at this location. These temporary signals would be of a type which could be removed and reinstalled at such time as we can initiate a widening project. The estimated cost for the two temporary traffic signals and the permanent installation is as follows:

TEMPORARY SIGNALS

Western Avenue	$ 9,000
110th Avenue	9,000
TOTAL	$18,000

PERMANENT SIGNALS

Jamison Road	$13,000
TOTAL ESTIMATED COST	$31,000

The above figures are reasonably accurate estimates and are based on the most economical method of installation at the present time.

We would ask that the City participate in this signal project to the extent that they pay one-half the installation cost and also future maintenance and power consumption.

If the City is agreeable to such an arrangement, would you please advise me, and I will have the necessary State-City agreement prepared for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:mk ja

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 13, 1966

SUBJECT: Signalization
Three Intersections
Beaverton-Hillsdale Hwy.
Beaverton

To: Mr. Tom Edwards
Assistant State Highway Engr.
Salem

Attached is a copy of a letter from Robert O. Malsey, City Manager of Beaverton, relative to requests which we have received from the City for signalization at the intersections of the Beaverton-Hillsdale Highway and Jamieson Road, Western Avenue, and 110th. At a recent meeting in Beaverton attended by Bud George, Ron Failmezger, and myself and Bob Malsey, City Manager of Beaverton, the proposed signalization was discussed and a tentative price of $24,000 per signal quoted.

We are definitely in a quandary on the signalization at Western Avenue, and 110th. A great part of the problem at these two intersections is the number of left turns and the need for left turn channelization; yet due to the geometry, the roadside ditches, the adjacent buildings, it is very costly to put in the left turn channelization without a major widening of the highway. In fact, exclusive of right of way we estimated the cost in excess of $60,000 to put in left turn channelization at Western Avenue alone.

I would recommend as follows:

1. That the intersection at Jamieson Road be signalized if the City has their 50% of the money, since this intersection is already channelized.

2. That if right of way can be acquired and a contract let for widening and channelization of the Beaverton-Hillsdale Highway from Jamieson Road to Beaverton this spring, the signalization of Western Avenue and 110th be coordinated with the contract or be a part of it.

3. That if the contract for general widening is not in the offing that we go in with temporary span wire-mounted signalization at 110th and at Western Avenue with the understanding that these signals will be upgraded, three-phased, and placed on mast arms in conjunction with the widening project at such time as the widening project can be let.

The question of these signals is becoming a matter of considerable local concern, and I would very much appreciate your advice as to which way we should go.

L. W. Rulien
Division Engineer

LWR:lh

Enc

cc: F. B. Crandall

RECEIVED
DEC 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON 97005
TELEPHONE 644-2191

December 9, 1966

Mr. Larry W. Rulien
Division Engineer
Oregon State Highway Dept.
Portland, Oregon 97202

Dear Mr. Rulien:

The purpose of this letter is to ask your consideration in expediting the widening improvements of the Beaverton-Hillsdale Highway so that traffic lights may be installed at the same time with a possible savings in cost.

We wish to reiterate our position regarding the installation of traffic control signals in conjunction with this improvement. The accident ratio at three intersections (110th, Western Avenue and Jamison Road) has increased to the extent that any extensive delay in the installation of signals at the high volume intersections would be critical.

We further respectfully request a formal cost estimate for the three traffic signals. Preliminary estimates given to this office indicate an extremely high cost for these signals.

It is our intention to cooperate with the State Highway Department in the scheduling of traffic signals, so that the widening project can be incorporated at the same time.

DIVISION NO. 1
RECEIVED
DEC 12 1966
NOTED D.E. A.D.E. O.E. T.E.

We must keep in mind, however, that traffic volumes are increasing beyond all expectations and provisions must be made for safe access to the Beaverton-Hillsdale Highway in the very near future.

Yours truly,

CITY OF BEAVERTON

By: Robert O. Malsey
City Manager

ROM:kmh
cc Theron L. Martin,
City Engineer
Roy F. Larsen,
Chief of Police

14-3407	Parkdale Maintenance Sta. on Mt. Hood Hwy. South of Hood River.	1967
#7084		

RECEIVED
AUG 22 1968

14-3407
1181

August 22, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7084 awarded to Charles T. Parker Construction Company for maintenance buildings on the Parkdale Maintenance Station Section of the Mt. Hood Highway in Hood River County was completed on June 19, 1968, and accepted by the Highway Commission on August 21, 1968.

Final payment in the amount of $4,061.04 will be released to the contractor after August 29, 1968. The total contract amount is $135,367.90 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Charles T. Parker Construction Co.
6457 N. E. Columbia Boulevard
Portland, Oregon 97220

Jewett, Barton, Leavy and Kern
Failing Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1968
FOR FILING
14-3407
7084

August 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 19, 1968, on Contract No. 7084. The contract was with Charles T. Parker Construction Company and was for maintenance buildings on the Parkdale Maintenance Station Section of the Mt. Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 21, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

14-3407

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Parkdale Maintenance Sta.		WEEK ENDING: August 10, 1968
		SECTION PREFIX: 14-3407
HIGHWAY: Mt. Hood		COUNTY: Hood River
NAME OF JOB: Parkdale Maintenance Station	KIND OF WORK: Construction of Maintenance Buildings	
CONTRACTOR: Charles T. Parker Construction Co.	CONTRACT NUMBER: 7094	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 14, 1967	DATE WORK STARTED: September 8, 1967	ESTIMATED COMPLETION DATE: June 19, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A	WORK DAYS USED: N/A
	SPECIFIED CALENDAR DAYS: 300	CALENDAR DAYS USED: 178
PROJECT AUTHORIZATION: $ 151,413.75	SPECIFIED COMPLETION DATE: N/A	PERCENT OF TIME ELAPSED: 59%
EXCLUSIVE OF ENGINEERING: $ 140,646.55	ENGINEERING AUTHORIZATION: $ 10,767.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 135,367.90	ENGINEERING COST TO DATE: $ 12,128.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT [redacted] UNDERRUN: 3.8 %	PERCENT OF AUTHORIZATION: 112.6%	DATE PROJECT WAS COMPLETED: June 19, 1968

Including Engineering: [redacted] 1.9%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	[redacted] DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny	-		Project completed. ML
MONDAY	P. Cloudy			B R
TUESDAY	P. Cloudy			W
WEDNESDAY	Sunny			TMD
THURSDAY	P. Sunny			
FRIDAY	Sunny			
SATURDAY	P. Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project has been completed. The Semi-Final Estimate was completed and submitted to the Division Office on Thursday of this week, except for contractor's payrolls, some Utility Inspections reports, and a few reports from Mr. VanCleave that are being awaited, and will be submitted as soon as they arrive.

Unless otherwise instructed this will be the last Field Engineer's weekly Report for this project.

P. O. Box 420,
The Dalles, Oregon

SIGNED J. S. Sawyer LOCATION

J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 17 19[illegible]
[illegible]
14-3407
7084

MAX J. KUNEY COMPANY

CONTRACTORS

EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

January 16, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

#7084

Gentlemen:

Please disregard our letter of yesterday, January 15, 1968, concerning a possible claim against the contract of the Charles T. Parker Construction Co. of Portland, Oregon. Today we received a check from them for the full amount of our billing.

Thank you for your help in this matter.

Yours very truly,

MAX J. KUNEY COMPANY

W. B. Petersen
Secretary-Treasurer

bp

[illegible]TED
FLOYD OTERY

RECEIVED
JAN [illegible]
OREGON
STATE HIGHWAY COMMISSION

MAX J. KUNEY COMPANY

CONTRACTORS

EXECUTIVE OFFICE NORTH 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

January 15, 1968

#7084

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

On October 12, 1967 we furnished crushed rock on the Parkdale Maintenance Shed Contract of Charles T. Parker Construction Co. of Portland, Oregon. It is our understanding that their contract was with the State of Oregon, but we do not have the contract reference number. We have billed Parker Construction Co. several times but payment has not been received. We would appreciate your advising whether or not we have a valid claim either against the retained percentage or the surety bond. The amount of our billing is $1,080.00.

We would appreciate your advising us with any information you have on the status of their contract and whether or not this letter constitutes a proper claim.

Yours very truly,

MAX J. KUNEY COMPANY

W. B. Petersen
Secretary-Treasurer

bp

Cec

NOTED
FLOYD QUERY

RECEIVED
JAN 16 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1967
FOR FILING

14-3407

7084

August 15, 1967

Charles T. Parker Construction Co.
6457 N. E. Columbia Boulevard
Portland, Oregon 97220

Gentlemen:

Enclosed are three copies of Contract No. 7084 for $134,590 awarded to you by the State Highway Commission on August 14. This contract is for construction of the Parkdale Maintenance Station on the Mt. Hood Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin August 26, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encls.
cc Frank Morgan
L. H. Young
I D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Herbert Van Cleave
E. S. Hunter

14-3253 Bennett Pass Sand Shed. 1967
State Hwy.Maint. yard on
#7085 Mt. Hood Hwy. E. of Gov. Camp.

RECEIVED
DEC 20 1967
FOR FILING

14-3253
7085

December 20, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 7, 1967 on Contract No. 7085. The contract was with Charles T. Parker Construction Company and was for the construction of the Bennett Pass Sand Shed on the Mt. Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 20, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. P. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. W. Rulien

srb jes

12-20
surety letter written

RECEIVED
DEC 21 1967
FOR FILING
14-3253
7085

December 20, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7085 awarded to Charles T. Parker Construction Company for construction of the Bennett Pass Sand Shed on the Mt. Hood Highway in Hood River County was completed on November 7, 1967, and accepted by the Highway Commission on December 20, 1967.

Final payment in the amount of $898.44 will be released to the contractor after December 28, 1967. The total contract amount is $29,947.89 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Charles T. Parker Construction Co.
6457 N.E. Columbia Boulevard
Portland, Oregon 97220

Jewett, Barton, Leavy and Kern
Failing Building
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

14-3253

7085

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bennett Pass Sand Shed		WEEK ENDING: November 25, 1967
		SECTION PREF'X: 14-3253
HIGHWAY: Mt. Hood		COUNTY: Hood River
NAME OF JOB: Bennett Pass Sand Shed	KIND OF WORK: Sand shed construction	
CONTRACTOR: Chas. I. Parker Const. Co.	CONTRACT NUMBER: 7085	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 14, 1967	DATE WORK STARTED: Sept. 11, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 63
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $36,702.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $34,092.08	ENGINEERING AUTHORIZATION: $2,609.92	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,415.97	ENGINEERING COST TO DATE: $2,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT [redacted] UNDERRUN: 7.85%	PERCENT OF AUTHORIZATION: 92%	DATE PROJECT WAS COMPLETED: November 7, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Roofing
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final weekly report. Semi-final sent to Division office this date.

SIGNED H. M. Daniel ? LOCATION The Dalles

1 PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 16 1967
FOR FILE

14-3253

7085

August 15, 1967

Charles T. Parker Construction Company
6457 N. E. Columbia Boulevard
Portland, Oregon 97220

Gentlemen:

Enclosed are three copies of Contract No. 7085 for $32,624.00 awarded to you by the State Highway Commission on August 14, 1967. This contract is for construction of the Bennett Pass Sand Shed on the Mt. Hood Highway in Hood River County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 26, 1967.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam
Herbert H. Van Cleave
E. S. Hunter

22-3252 Santiam Summit Sand Shed. 1967
Santiam State Hwy. Maintenance yd.
#7086 on Santiam Hwy., N.E. of Sisters.

RECEIVED
DEC 20 1967
FOR FILING
22-3252
-7086

December 20, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7086 awarded to C. A. Lantz Construction Company for construction of the Santiam Summit Sand Shed on the Santiam Highway in Linn County was completed on November 15, 1967, and accepted by the Highway Commission on December 19, 1967.

Final payment in the amount of $2,682.81 will be released to the contractor after December 28, 1967. The total contract amount is $34,080.51 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. A. Lantz Construction Co.
3093 12th Street, S.E.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 20 1967
FOR FILING

22-3252

7086

December 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1967 on Contract No. 7086. The contract was with C. A. Lantz Construction Company and was for construction of a sand shed on the Santiam Summit Sand Shed Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 19, 1967, and that you concur in this procedure at the Commission meeting on January 23, 1968.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. E. Kiaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb jes

12-20-67
surety letter

22-3252 C 7086 C C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Santiam Summit Sand Shed	WEEK ENDING: 10-28-67	
	SECTION PREFIX: 22-3252	
HIGHWAY: Santiam (M.P. 80.2)	COUNTY: Linn	
NAME OF JOB: Santiam Summit Sand Shed	KIND OF WORK: Sand Shed	
CONTRACTOR: C. A. Lants Construction Co.	CONTRACT NUMBER: 7086	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-14-67	DATE WORK STARTED: 8-23-67	ESTIMATED COMPLETION DATE: 11-23-67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 59
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 65.6%
PROJECT AUTHORIZATION: $ 42,626.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80%
EXCLUSIVE OF ENGINEERING: $ 39,595.05	ENGINEERING AUTHORIZATION: $ 3,031.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,675.51	ENGINEERING COST TO DATE: $ 1,377.55	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 79%
ESTIMATED PERCENT XXXXXX UNDERRUN: 15.0%	PERCENT OF AUTHORIZATION: 45.4 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY: 1								
HOURS PER SHIFT: 8								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Overcast	1		
MONDAY 23	Overcast	1		
TUESDAY 24	Overcast	1		
WEDNESDAY 25	Showers	1		
THURSDAY 26	Overcast	1		
FRIDAY 27	Overcast	1		
SATURDAY 28		1		

Routing
Margaret
Dockery
Bond
Barbee
Walker
Trout
Scott
Wilt
Litchfield
Olson

RECEIVED
NOV 1967
CONSTRUCTION

BEN GIFFORD

C

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
10-22-67 SUNDAY	No Activity
10-23-67 MONDAY	Placing aluminum roofing on east half of building.
10-24-67 TUESDAY	Finished placing aluminum roofing on east half of building, started placing plywood sheeting on west half of building.
10-25-67 WEDNESDAY	Placing plywood sheeting on west half of building.
10-26-67 THURSDAY	Placing aluminum roofing on west half of building.
10-27-67 FRIDAY	Place remaining bolts in timber framing. Cutting 10" x 12" knee braces to replace those that were miscut.
10-28-67 SATURDAY	No Activity.

REMARKS

PROGRESS TO DATE: Footings and pedestals excavated, poured and backfilled complete. Timber framing complete except for replacing miscut knee braces. Roof complete except for few pieces of aluminum sheeting that the contractor was short of.

NEXT WEEK: Cut and place new knee braces. Starting installing board and bat siding.

SIGNED D. E. Pellett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM 6-189

RECEIVED
AUG 25 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

22-3252
7086

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 25, 1967

C. A. Lantz Construction Co.
3093 12th Street, SE
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7086 for construction of the Santiam Summit Sand Shed on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc **Glens Falls Insurance Company**
P. O. Box 14040
Portland, Oregon 97214

Bourland Insurance Agency
1980 Fairgrounds Roads N. E.
Salem, Oregon

RECEIVED
AUG 16 1967
FOR FILING

22-3252

7086

August 15, 1967

C. A. Lentz Construction Company
3093 12th Street, S. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7086 for $37,890 awarded to you by the State Highway Commission on August 14, 1967. This contract is for construction of the Santiam Summit Sand Shed on the Santiam Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 26, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encls.
cc Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F.. Putnam
Don Pallette
E. S. Hunter

I-80N-5(28) Stanfield Jct.-Pendleton 167
Sec., of Old Oregon Trail
#7067 Hwy. (5 structures)

RF 661 AW 29493

CIA 3514

KR 661 R/W 29493

C&A 3514

7087

OREGON STATE HIGHWAY DIVISION

March 11, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Rogers Construction Co.
P. O. Box 16537
PORTLAND, OR 97216

Gentlemen:

Final Audit has been completed on the Final Bills from the Union Pacific Railroad on five contracts involving your Company.

Final Protection costs have been determined as follows:

Contract No.	Project	Additional Costs	Amount W/Held	Amount To Be Released
6729	Oxman-Bubbs R.	——	500.00	$ 500.00
6976	Bonneville	364.73	2,000.00	1,635.27
7087	Stanfield Jc. - Pend.	362.13	——	(362.13)
7097	Pendleton	526.63	1,500.00	973.37
7274	10th St. - S. Pend.	$20,000.00	$13,206.35	$6,793.65

The amounts due are being processed on individual Post Final Payments. A billing for $362.13 is being prepared on Contract 7087.

Very truly yours,

V. E. Skoog
Fiscal Officer, OREDOT

JJ;pl

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 18 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-80N-5(28)187
7087

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

September 16, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Erosion Problem
Umatilla River Bridge and UPRR O'Xing
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5(28)187
Contract No. 7087
Your File: D 315-2-132

Gentlemen:

This is in reply to your letters dated November 21, 1969, and March 5, 1970, wherein you indicate that the State should be responsible for placing riprap along the toe of the railroad fill lying northerly of the above captioned overcrossing because you allege erosion existing there to be caused by the piers of the westbound structure deflecting the river into your embankment.

Since before the receipt of the above mentioned letters, highway engineers have made a continuous study of the erosion at this location. Our studies made of both surface and underwater currents conclude that the erosion downstream from the highway bridge is not a result of our construction work. That erosion which has occurred appears to be the result of the contractor's operation in the river to obtain materials.

While the material was used in the construction of the highway, it originated from property acquired by Rogers Construction, Inc., at their own selection for this purpose. The contractor's operation began in September of 1967 and was completed in November of 1968. During that time, the contractor removed gravel from the Umatilla River, and in order to utilize as much of the area as possible, a dike was constructed in the river to confine the flow of the river to the easterly side of the channel. This allowed the contractor's work to progress without silting up the river. The dike was constructed of river gravel and its construction deepened the channel of the river. After completion of crushing and screening, the dike was removed and the material from it was placed on the easterly side of the river. Apparently the deepened river channel was not filled in, and this caused

NOTED
F. B. KLABOE

the river to return to its east bank and wash away the remains of the dike material and then erode the toe of your embankment. The contractor, Rogers Construction, Inc., who owned the property at the time it was being worked, is responsible for any damage his operation causes to adjacent land owners. The fact the material was used on a State project does not make the State any more liable than a private individual who may purchase material from the contractor.

The corrective work at the northerlymost end of the riprap, placed as part of our construction project, has been performed as promised in my letter dated March 12, 1969.

With regard to Section 5 (i) of the Railroad-State Agreement dated August 28, 1967, we feel we have complied with that paragraph since we have provided and maintained suitable facilities for draining the highway, and the construction of our project has not caused drainage water to collect upon your property. There is no evidence that our construction has diverted the stream to cause damage to any part of your property. In fact, our piers were set to align with the stream at the time of construction. History indicates the Umatilla River has changed course several times, and the riprap we installed has certainly not been a detriment to your facility.

Your March 5, 1970, letter seeks authority from the State to repair this damage at State expense. The State will not grant such authority, but suggests that if such damage is critical, you take steps to correct it before further damage occurs. The State again denies any responsibility for this damage, and insists that this is a responsibility of Rogers Construction, Inc.

Your Mr. Scanlon has been handed aerial photographs enlarged to a scale of approximately 1"=100' showing the river in this area both before and after construction. Other pictures have been taken of the area showing the various stages of construction, but they will be made available to the Railroad only if we can be assured that they will not be used in a lawsuit against us.

TWL:djg

cc: Rogers Construction, Inc.
F. B. Klaboe (w/copies of UPRR ltrs dated 11-21-69 and 3-5-70)
J. L. Sollis "
H. S. Coulter "
W. C. Ferguson "
H. E. Woodward "
H. M. Fillmore "

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
SEP 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

R. B. Hardin
~~W. G. JOHNSON~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 5, 1970

(File Ref. D 315 - 2 - 132)

Routing C

Morgan, Decker, Walker, Boehme, Johnsen — Pease, Swan, Glenn, Litchfield T, Gallagher, Stein

RECEIVED
MAR 10 1970
CONSTRUCTION DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Umatilla River Bridge and UPRR Overcrossing,
Stanfield Jct. - Pendleton Section,
Old Oregon Trail Highway - Umatilla County -
Proj. I-80N-5(28)187 - Contract No. 7087

Please refer to former Superintendent W. G. Johnson's letter of November 21, 1969 to you concerning the need of riprap protection on the slope adjacent to our main line track for a distance of approximately 800 ft. downstream from your highway structure at the above-captioned location.

We have experienced considerable deterioration of this slope due to erosion caused by your contractor's operations in ditching and/or diking in the river channel adjacent to the toe of our slope. It is also apparent that your bridge piers are deflecting the flow of water in the river against our supporting embankment at the northerly end of riprap previously placed under your structure, contributing to the over-all erosion.

We request your immediate consideration in this matter. It is our sincere belief that this problem is the result of your bridge construction, and we would expect the State to take necessary steps to rectify the situation by installing adequate riprap protection or authorizing our Company to do so at State's expense.

We will be pleased to meet with you or your representative at the site if you so desire, in order to resolve

any questions you might have.

Yours very truly,

R. B. Hardin

R. B. Hardin

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2925 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

November 21, 1969

File Ref. D 315 - 2 - 132

Routing

Morgan — Pass — E
Bond — Swan
Walker — Glenn
Smith — Litchfield — L
Sullivan — Gallagher
Stein

RECEIVED
NOV 25 1969
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Umatilla River Bridge & UPRR Overcrossing
Stanfield Junction - Pendleton Section -
Old Oregon Trail Highway - Umatilla County
Project No. I-80N-5(28)187 - Contract #7087

Dear Sir:

Referring to previous correspondence and conversations between this office and your Department concerning the need for placement of riprap on the slope beneath our main line track for a distance of approximately 800 ft. downstream from your highway structure at the above-referenced location:

Visual inspection of the area indicates some erosion of this slope has resulted from your contractor's operations in ditching or diking in the river channel adjacent to the toe of our slope. Mr. Litchfield, of your office, has previously shown this Department photographs of the area which clearly depict the ditching or diking which was done by your contractor during the course of constructing your highway overcrossing. You may perhaps have other photographs, taken prior to entry of your contractor in this area, which will substantiate our contention that the State is responsible for placing riprap along the river bank from the river bed up to elevation 605 for whatever length is required to protect our slope from erosion.

Copy of this letter is being sent to your contractor, Rogers Construction, Inc., since it is our understanding that your Department will accept no responsibility for damages as a result of their operations in this

particular area.

I would like to call your attention to Section 5(1), of the agreement dated August 28, 1967, between the Railroads and the State of Oregon, which in our opinion is applicable to the subject complaint. For your ready reference, this paragraph of the agreement is noted below:

> "Second Party, at its own expense, shall provide and maintain suitable facilities for draining the highway and its appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroad. Second Party at its own expense shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from railroad culverts and drainage facilities), so that said waters may not because of any facilities or work of Second Party be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroad or any part thereof, or property of others."

It is imperative that some corrective measures be taken in the immediate future in order to avoid further erosion which will no doubt occur with heavy run-offs in the Umatilla River.

Your consideration of this request and requested reply will be sincerely appreciated.

Yours very truly,

W. G. Johnson

W. G. Johnson

cc: Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

RECEIVED
DEC 8 - 1969
FOR FILING

I-80N-5(28)187
7187

December 5, 1969

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $27,000 will be made to Rogers Construction Inc., on Contract No. 7087 for structures on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $545,256.09 including the post-final payment. Of the total $10,366.22 is for force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Rogers Construction Inc.
P. O. Box 16537
Portland, Oregon 97216

Pallett, Fisher & Carle, Inc.
1001 U.S. National Bank Bldg.
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
DEC 24 1969
FOR FILING

I-80N-5(28)187
7087

#10

767 3

November 26, 1969

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

The State Highway Commission at its meeting on November 18, 1969, considered your requests for an additional 87 calendar days to complete Unit B and an additional 118 calendar days to complete Unit C on Contract No. 7087 for construction of the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 25-day extension on Unit B and a 65-day extension on Unit C without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Division Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Young, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

fhm

cc F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Coulter
H. E. Woodward
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7087 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Stanfield Jct.-Pendleton

Kind of Work structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Recommending increase in time for work on bridge 5209-A from 220 to 269 calendar days. For add work increase time from 360 calendar days to 427 calendar days.~~

Recommend granting 25 days on Unit B and 65 days on Unit C without assessment of liquidated damages account of plans changes and extra work added. Assess liquidated damages for remaining time consumed.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 28 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

H S Coulter
Asst Division Engineer

Ivan V. Merchant
Bridge Engineer

J. A. Elliott
State Highway Engineer

Contract No. 7087

Project designation I80N-5(28)187 State-Federal

Date awarded August 15, 1967

Work started September 12, 1967

Per cent completed 100 December 28, 1968 Date

No. of calendar days Allowed 220 and 360

No. of calendar days Used 307 ~~305~~ and 478

No. of Added calendar days Requested 87 and 118

E—320 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 6, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 360 days to 565 days, within which to complete our Contract No. 7087, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	Total Contract Days	Workdays to Complete	Total Excess Days
Bridge 5209A	220	307	87
All Work	360	478	118
			205

Refer to letter dated January 24, 1969.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By W. R. Rogers, President

CONSENT OF SURETY

Date February 10, 19 69

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M Niehueser
Attorney-in-fact (Agnes M Niehueser) (SEAL)

V. C. Simon
Resident Agent (V. C. Simon)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 9, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(28)187
Stanfield-Pendleton Section
Old Oregon Trail Highway
Time Extension - Contract No. 7087

Your June 12 request for our concurrence in extending the contract time on Units B and C 29 and 69 calendar days respectively has been reviewed.

A review of the supporting data in your letter and our records of the project indicate that we can concur in time extension of 18 calendar days for Unit B and 57 calendar days for Unit C. A time extension in these amounts is approved for Federal-aid participation.

RECEIVED
JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 28 1969
FOR FILING

I-SUN-5(29)187
7087

October 27, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 10
November 18, 1969 meeting

Gentlemen:

Rogers Construction Company, contractor for the construction of the Stanfield Junction-Pendleton Section structures on the Old Oregon Trail Highway in Umatilla County, Contract No. 7087, has requested an additional 87 calendar days to complete Unit B of the contract and an additional 118 calendar days to complete Unit C of the contract without assessment of liquidated damages on either unit. The contractor cites extreme high water and unusual flooding of the Umatilla River, extra work ordered by the State, delays occasioned by the Union Pacific Railroad and other items as his reasons for failure to complete the work on time.

The contract completion dates for the various units of the work are as follows:

A. The Ditch Rider Bridges (3581A, B and C) shall be completed prior to the elapse of 80 calendar days.

B. The Umatilla River Bridge (5209A, westbound) shall be completed prior to the elapse of 220 calendar days.

C. All work on the contract shall be completed before the elapse of 360 calendar days (includes Umatilla River Bridge No. 5209B, eastbound and incidental channel change, ditch liner, et cetera).

The actual completion dates for the various units of work are as follows:

A. The 80 days allotted forecast a completion date of November 14, 1967. The work was completed on that date with 80 calendar days charged.

B. The 220 days allotted forecast a completion date of April 1, 1968. The work was completed June 27, 1968, with 307 calendar days charged. This is an overrun of 87 calendar days.

C. The 360 days allotted forecast a completion date of August 19, 1968. The work was completed December 28, 1968, with 478 calendar days charged. This is an overrun of 118 calendar days.

An analysis of the items of the contractor's request indicates he was delayed a total of 25 calendar days on Unit B and a total of 65 calendar days because of high water and extra work items.

We recommend that he be granted a 25-day extension on Unit B and a 65-day extension on Unit C without the assessment of liquidated damages and that he be assessed liquidated damages for the excess days consumed on each unit. This amounts to an assessment of $18,600 on Unit B and $15,900 on Unit C, a total of $34,500 on the contract.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
H. S. Coulter

CAG:dh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
A.M. APR 28 1969 P.M.
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7017 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Stanfield Jct.-Pendleton

Kind of Work structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

~~Recommend increase in time for work on bridge 5356-A from 220 to 310 calendar days. For all work increase time from 360 calendar days to 420 calendar days.~~

Recommend granting 25 days on Unit B and 65 days on Unit C without assessment of liquidated damages account of plans changes and extra work added. Assess liquidated damages for remaining time consumed.

Recommended for Approval:

.....
Division Engineer

Ivan V. Merchant
.....
Construction Engineer or Bridge Engineer

R. L. Potts
.....
State Highway Engineer

State Printing 27989

Contract No.	7017
Project designation	I-(82)167 State-Federal
Date awarded	August 15, 1967
Work started	September 12, 1967
Per cent completed	100 December 20, 1968
No. of Workdays Allowed	Calendar 220 and 360 Date
No. of Workdays Used	Calendar 365 and 478 3-7 67 and 118
No. of Added Workdays Requested	87 & 118

E--350 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ...February...6....., 19...69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .....360.. days to .....565.. days, within which to complete our Contract No. .....1061....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	Total Contract Days	Workdays to Complete	Total Excuse Days
Bridge 5209A	220	307	87
All Work	360	478	118
			205

Refer to letter dated January 24, 1969.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By W. B. Rogers
W. B. Rogers, President

CONSENT OF SURETY

Date February 10, 19 69

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Agnes M Nicholsen
Attorney-in-fact

(Agnes M Nicholsen) (SEAL)

V. C. Simon
Resident Agent

(V. C. Simon)

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

OCT 23 1969

Memorandum

I-8 N.5(28)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7087

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 20, 1969

In reply refer to: 08-35-DA

Edwards

SUBJECT: Oregon I-80N-5(28)187
Stanfield-Pendleton Section
Old Oregon Trail Highway
Time Extension

Reference is made to Mr. Edward's September 11 letter wherein it is requested that we consider denying Federal participation in part of the subject time extension.

The additional information submitted with this request is appreciated. This information does justify time extension for Extra Work Order Nos. 2 and 4; however, we still cannot concur with extending the time for Extra Work Order No. 8, primarily because work performed on another project cannot be used to justify a time extension on the subject project. This is reinforced by the fact that there was a considerable work force on the other project which continued on with their regular work during the emergency and permanent repair period.

We now concur with time extensions of 25 and 65 calendar days for units B and C respectively. A time extension in these amounts is approved for Federal-aid participation.

copy—Jean Tom Edwards 10-23-69

NOTED
TOM EDWARDS

RECEIVED
OCT 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 23 1969
FOR FILING

FHWA (Klabee)
OSHD (Edwards)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO.	REPORT NO.	COUNTY	DIVISION
I-80N-5(27)187	70	Umatilla	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9-4-69	P.L.O'Neil, Asst Area Engr		I-80N-5(27)187
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3-15-69	7-18-69	121 %	480
APPROVED EXTENSIONS	**LOCATION** .8 mi. westerly from Stanfield Junction thence 16.4 mi. southeast within 3 mi. of Pendleton		
*See below			

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

STANFIELD JUNCTION - PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

*The State requested 101 calendar days extension. Of this the BPR approved 75 calendar days.

The project completion date was March 15, 1969; however, corrective work was not completed until July 2 at which time 581 chargeable days had elapsed. In addition to the specified 480 calendar days allowable the State has allowed the contractor 81 calendar days although only 75 calendar days has been approved by the BPR.

The allowed time extension was due to work added to the contract by price agreement and extra work orders which occured throughout the life of the project.

The final cost of the contract was $8,047,011.66, an underrun of 1.5%. There were some significant overruns and underruns; however, the net result was about 1.5% underrun. All the overruns and underruns were satisfactorily explained by the State.

The State has submitted the PR-47, Laboratory Materials Certificate, and the Construction Engineer's statement.

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by R. A. Nichols R. A. NICHOLS		SIGNATURE: Original signed by Glen L. Green R. E. Simpson	
TITLE: Area Engineer	DATE: 9-3-69	TITLE: Engineering Coordinator, Division Engineer	DATE: 9-15-69

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 15 1969
FOR FILING

I-80N-5(28)187
7087

September 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Stanfield Junction-Pendleton
Section Structures
Contract No. 7087
FAP No. I-80N-5(28)187

Dear Sir:

I have your letter of July 9 denying concurrence in all of the items of our request for time extension dated June 12. We wish to offer the following additional information in connection with the items in question for your consideration:

Paragraph 5, Item No. 1, Extra Work Order No. 8, four days, Units B and C.

A work crew from Contract No. 7087 was used to make emergency repair as well as the permanent repair of the siphon. If the silting in of the USRS Canal located on Contract No. 7087 was allowed to continue, there was a strong chance of canal bank failure thus causing a water problem below the canal. Photos of the silting are attached.

Item No. 3, Extra Work Order No. 4, one day, Unit C.

The contractor was instructed to remove the AC overlay on the existing eastbound structure. This plan change was an inconvenience to the contractor in that equipment and materials had to be cleared from the bridge deck. A motor grader was then used to remove part of the AC overlay.

Item No. 6, Extra Work Order No. 2, seven days, Units B and C.

(a) Additional work covered by this work order was a plan change (change 13-foot bottom width of USRS Canal to 16 feet).

(b) The contractor used more than 80 percent of his work force employed at this time to widen the canal bottom.

(c) Most important, the contractor was forced to gain back the man hours used to complete Extra Work Order No. 2 at some future date, possibly during unfavorable weather conditions.

Copies of the U. S. Department of Interior's request for the revision are attached.

We request your further consideration of our request to the end that the entire request can be approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:dh ja

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE
BOX 800
BOISE, IDAHO 8370

IN REPLY
REFER TO: 430

OCT

Oregon State Highway Department
Box 850
LaGrande, Oregon

Attention: Jim Valentine

Gentlemen:

Subject: Canal section design ch
Pendleton Section, Old
Umatilla County
Project No. I-80N-5(26)13

We are revising our evaluation an he
preliminary plans of the above-re es
given in our letter of July 11, 1

Based on new field data and the c condi-
tions, we find the proposed 13-fo re. Such
a 13-foot section would back wate foot
into the old earth-lined portion miston
Irrigation District personnel say

Therefore, we strongly recommend foot bottom
be maintained.

Very truly yours,

Norman F. Moore

Assistant Regional Director

cc A.F. Parson
T.W. Litchfield
Harry Woodward

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 3 1967
FILE:

RECEIVED
JUN 13 1969
FOR FILING

I-80N-5(28)187
7187

June 12, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Stanfield Junction-Pendleton
Section Structures
Contract No. 7087
FAP No. I-80N-5(28)187

Dear Sir:

The contract completion dates for the various units of the work are as follows:

A. The Ditch Rider Bridges (3581A, B and C) shall be completed prior to the elapse of 80 calendar days.

B. The Umatilla River Bridge (5209A, westbound) shall be completed prior to the elapse of 220 calendar days.

C. All work on the contract shall be completed before the elapse of 360 calendar days (includes Umatilla River Bridge No. 5209B, eastbound and incidental channel change, ditch liner, etc.).

The actual completion dates for the various units of work are as follows:

A. The 80 days allotted forecast a completion date of November 14, 1967. The work was completed on that date with 80 calendar days charged.

B. The 220 days allotted forecast a completion date of April 1, 1968. The work was completed June 27, 1968 with 307 calendar days charged. This is an overrun of 87 calendar days.

C. The 360 days allotted forecast a completion date of August 19, 1968. The work was completed December 28, 1968 with 478 calendar days charged. This is an overrun of 118 calendar days.

The contractor has presented a request for an extension of time covering all overrun in time on Units B, and C. A copy of the contractor's letter of explanation of the delays is attached.

The Department's study of the items cited indicates the contractor is entitled to additional time on each of the items cited as follows:

PARAGRAPH 1

River discharge was above minor flood stage (3,200 c.f.s.) for the periods December 25, 26, 27, 28, 29, 30 and 31, 1967 and January 1, 1968 (8 days); on February 20, 21, 22, 23, 24, and 25, 1968 (6 days); this flooding prevented the contractor from working. His request for a nominal 3 days to clean up and restore the work to its condition prior to flooding is reasonable. The flooding effectively stopped work on both Units B and C. We propose an allowance of 17 days for each unit.

PARAGRAPH 2

The contractor was advised by letter of June 26, 1968 that two footing cores would be taken on the left footing at Bent 5 of Bridge No. 5209B. There was some doubt as to the soundness of this footing due to the control of water during the footing pour.

We recommend that no additional time be allowed because the extra time claimed for footing cores was necessary to verify footing soundness due to poor construction procedure by the contractor.

PARAGRAPH 3

The contractor was advised that no work was to be performed on or over the mainline of the Union Pacific Railroad on September 16 and 17, 1968 because of special rail traffic.

Since the contractor did comply with this request, we recommend a 2-day extension be granted to increase contract time for Unit C.

PARAGRAPH 4

As per special provisions (page 4, paragraph 5) "...No extra compensation will be allowed in the event the contractor's work is delayed pending railroad approval and governmental authorization..." In this case, the U.P.R.R. would not give permission to impair the 24-foot vertical clearance until it could announce through its publication of impairment of vertical clearance.

The language of the contract specifications rules out any consideration of this item.

PARAGRAPH 5

Items of extra work and their effect on the contract time are as follows:

1. Extra Work Order No. 8 - Used bridge crew off of Contract No. 7087 to repair siphon on Contract No. 7017. On March 14, 15, 16, and 17, 1968 work was delayed on Contract No. 7087 in order to repair siphon at Bridge No. 5210A on Contract No. 7017.

We recommend contract time be extended 4 days for each of Units B and C.

2. Extra Work Order No. 3 - Repair existing columns and footings of existing structure; also, Price Agreement No. 4 - furnish material for track protection.

We recommend contract time be extended 2 days for Unit C.

3. Extra Work Order No. 4 - Remove portions of loose AC overlay on existing structure.

We recommend 1 day be granted toward extension of contract time for Unit C.

4. Extra Work Order No. 5 - Furnish labor and equipment to install No. 14 concrete steel reinforcement

in the deck over Bent 3 right, Bridge No. 5209B. Approved concrete steel reinforcement detail sheets did not include this steel as shown on Drawings No. 23142 and 23143.

We recommend 1 day be granted to increase contract time for Unit C.

5. Price Agreement No. 1 - Additional concrete in pile cap, Bent 1, Bridge No. 5209A and Price Agreement No. 3 - additional concrete in westbound Deck Span 1. Additional concrete in pile cap and Deck Span 1 were plan changes.

We recommend that 1 day be granted to increase contract time for performance of extra work on Price Agreements No. 1 and 3 for Unit B.

6. Extra Work Order No. 2 - Change bottom width of U.S.R.S. Canal. This work required 5 days to perform, starting on a Monday and being completed on the following Friday.

We recommend that 7 days for each of Units B and C be granted to increase the contract time. The contractor's work week consisted of a 5-day work week with no activity being performed on Saturday and Sunday.

7. The contractor, Rogers Construction, Inc. (Contract No. 7017) was advised by Resident Engineer Bill Ferguson not to switch traffic onto the westbound line during the Fourth of July weekend. This would delay the performance of work on the eastbound structure (Bridge No. 5209B) reconstruction of railing, deck and longitudinal beams. The construction of footings and columns and the erection of falsework was in progress on the eastbound structure (Bridge No. 5209B) at this time.

We recommend that no time be granted for the extension of the contract time because noncompletion of work on the Stanfield Junction-Pendleton Section (Contract No. 7017) will not entitle the contractor (Contract No. 7087) extra compensation of any kind (see special provisions, page 3).

PARAGRPH 6

The contractor was unable to place special rock backfill around the columns of Bridges No. 5209A and 5209B from November 8, 1968 to November 17, 1968 for the following reasons:

A. The Umatilla River was too deep to cross or to excavate around the columns with track or wheel equipment.

B. The intense river flow at this time would fill most of the excavated area before special rock backfill could be placed.

We recommend that 10 days be granted to increase the contract time. The special rock backfill was primarily the only contract item to be completed and this work could not be completed at this time. This extension is to apply to Unit C.

C. The contractor was requested to place extra special rock backfill between the footings at Bents 2, 3, 4, 5, and 6, Bridge No. 5209B.

We recommend that 2 days be granted to increase the contract time. Placing the extra material increased the contractor's work time on Unit C 2 days.

D. All of the contract items were completed on November 22, 1968. The contractor was requested to place special rock backfill on the Umatilla River banks (Price Agreement No. 6 Documentary). The contractor was also requested to place 6-inch minus rock as slope protection above the Union Pacific Railroad mainline (Extra Work Order No. 6). A stop work order was issued November 23, 1968 through December 5, 1968. The contractor worked on the placement of special rock backfill, Price Agreement No. 6 Documentary, and Extra Work Order No. 6 placing 6-inch minus rock above the UPRR mainline December 6, 1968 to December 28, 1968.

We recommend that 23 days be granted to increase the contract time for Unit C.

In summary, we propose to extend the contract times for the various units as follows:

	Item	Unit B	Unit C
Paragraph 1	- High water	17 days	17 days
Paragraph 2	- Footing cores	--	--
Paragraph 3	- Special trains	--	2 days
Paragraph 4	- Railroad approval of Plans	--	--
Paragraph 5 (Item 1)	- Extra Work Order No. 8	4 days	4 days
Paragraph 5 (Item 2)	- Extra Work Order No. 3 and Price Agreement No. 4	--	2 days
Paragraph 5 (Item 3)	- Extra Work Order No. 4	--	1 day
Paragraph 5 (Item 4)	- Extra metal reinforcement	--	1 day
Paragraph 5 (Item 5)	- Price Agreements No. 1 and 3	1 day	--
Paragraph 5 (Item 6)	- Extra Work Order No. 2	7 days	7 days
Paragraph 5 (Item 7)	- Fourth of July weekend	--	--
Paragraph 6	- Special rock backfill	--	10 days
	- Extra special rock backfill	--	2 days
	- Price Agreement No. 6 and Extra Work Order No. 6 -- 6-inch minus on slopes	--	23 days
Grant without assessing liquidated damages.....		29 days	69 days
Allotted.....		220 days	360 days
	TOTAL.....	249 days	429 days
Calendar days charged.....		307 days	478 days
Excess.....		58 days	49 days
Liquidated damages (see contract).....		$ 300	$ 300
Amount liquidated damages.....		$17,400	$14,700

With your concurrence, I propose to recommend to the Highway Commission that a time extension be granted on the basis outlined above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young (enc.)
V. E. Skoog

CAG:jf ja
Attachment

GENERAL CONTRACTORS

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 21 1969
FILE:

ROGERS

CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

January 24, 1969

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 2 5 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Mr Harry Woodward,
Resident Bridge Engineer,
Oregon State Highway Department,
1216 S.E.Byers Avenue,
Pendleton, Oregon.

Subject: Stanfield Jct. 6 Pendleton
Structures
Contract 7067 - Our 59

Dear Mr Woodward,

Reference to the above contract for Umatilla River bridges and other related items of work on this project. There are 118 days of liquidated damages charged to the completion of this project and we request you consider the following items of delay over which we had no control as credit against these charges.

1. Flooding conditions of the Umatilla River between the dates of December 23, 1967 and January 10, 1968; also a second flood of this river between the dates of February 17, 1968 and March 1, 1968. Both prevented us from working on these structures. It also took three days after flood waters had receded after each flood before our work areas were back in the same condition as prior to flood damage. A total of 32 calendar days was lost due to flooding of the Umatilla River.

2. On June 25, 1968 the contractor poured a footing on Bent No.5. The Highway Department directed us not to continue pouring concrete on this bent until a concrete core sample could be taken to determine the acceptance of the concrete. The sample proved satisfactory; however it was eight days before the contractor was advised he could continue work on this bent, with an additional day to remobilize his equipment in this area. A total of nine days lost by this delay.

3. On september 16 and 17 we were advised that no work could be performed on the project due to a special train through the area on the Union Pacific Railroad. A delay of two days.

4. The Railroad required a 30 day advance notice before we could impair any vertical clearance over the railroad tracks. This requirement of the Railroad delayed the setting of Falsework for 30 days.

5. There were numerous other delays, siphon changes, and after siphon was completed and water through same, a water break occurred and all employees on bridge work were put to work on siphon work where again time was lost. Changes in canal lining and other delays for other changes - removing asphalt from deck, addition of steel on eastbound bridges, etc - delays of opening section of highway due to holidays.

6. Contract bid item No.6, special rock backfill. Quantity required on bid schedule was 300 cu.yds. By November 8, 1968 we had finished fine grading and were ready to complete rock backfill.

Through a series of conferences between the Union Pacific Railroad officials and the Oregon State Highway Department, this quantity was increased to 545 cu.yds. which we had placed by November 21, 1968. After another series of conferences between the railroad and highway officials, we were requested to place an additional 5000 cu.yds. of rock backfill. This was accomplished between December 11, 1968 and December 28, 1968. All this work could have been accomplished in the month of November had the Union Pacific Railroad and the highway department been able to come to an agreement as to the extent of the work to be accomplished. This was chargeable time against the contract.

The elapsed time between November 8, 1968 at which time we could have placed the contract amount and December 28, 1968 when the work was actually finished was 50 calendar days.

There was an overtime of 87 days on Bridge 5209A. This included all finishing, handrail and other items of work. This was all done and finished before the westbound highway section was paved and no delay in the pavement procedure was encountered. This is also true of the 118 days that was overtime for all of the work on the entire project. The bridges did not delay any portion of the highway work and if they had been finished as per the schedule of workdays as set forth in the contract, they would not have been in use until the concrete paving was finished.

In view of the above delays and facts, we request a credit of 87 days on Bridge 5209A and the 118 days of work on the entire project.

Your approval of this request to eliminate the excess calendar days charged to this project is requested.

Very truly yours,
Rogers Construction Inc.,
by: Chas Rogers

WRR/CMcI:obr

RECEIVED
MAY 7 - 1969

FORM NO. 3

I. 80N-5(38)187
7187

May 7, 1969

The Fidelity and Casualty Company
of New York
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 7087 awarded to Rogers Construction Inc., for structures on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County was completed on December 28, 1968, and accepted by the Highway Commission on May 6, 1969.

Final payment in the amount of $14,931.46 will be released to the contractor after May 14, 1969. The total contract amount is $518,256.09 including $10,366.22 for work performed under force account. We are retaining $1,000 to cover anticipated Railroad costs.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Rogers Construction Inc.
P. O. Box 16537
Portland, Oregon 97216

Pallett, Fisher & Carle, Inc.
1001 U. S. National Bank Bldg.
Portland, Oregon 97204

A. F. Parson
Frank Morgan
V. E. Skoog
Attn: John Herr

FILED
MAY 7 - 1969
FOR FILING

I-80N-5(28)187
7087

May 6, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed December 28, 1968, on Contract No. 7087. The contract was with Rogers Construction, Inc., and was for construction of five structures on the Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 6, 1969, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
Ivan Merchant
F. D. Morgan
L. H. Young
A. F. Parson

srb sr

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ce
4-99		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
10		Umatilla
Modification number	(PPM 21-7)	Project number
1		I-80N-5(28)187

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 585,811	$ 636,222
Federal funds	$ 540,400.00	$ 586,900
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of April, 1969.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(26)187

STANFIELD JCT. -PENDLETON SECTION OF THE

OLD OREGON TRAIL HWY. IN UMATILLA COUNTY

Revised Project Agreement estimate.

Salem, Oregon, April 15, 1969

Type Code X331
Umatilla River Bridge W.B. (Str. No. 5209A) (Sta. 1347+95 to Sta. 1353+39)
(Contract No. 7037)

Subtotal on previous estimate of August 21, 1967			$297,825.00
Previous Estimate			
Special Rock Backfill	155 cu. yd.	8.00	$ 1,240.00
Present Estimate			
Special Rock Backfill	2,360 cu. yd.	8.00	$ 18,880.00
EWO #2 Widen USRS Canal to 16 ft.	All Required		3,160.00
EWO #6 Furnish and Place Rock Slope Protection	All Required		5,348.00
			$ 27,388.00
	Net Increase		$ 26,148.00
	Subtotal		$323,973.00

Type Code X321
Umatilla River Bridge E.B. (Str. No. 5209B) (Sta. 1348+58.60 to Sta. 1353+20.50)
(Contract No. 7037)

Subtotal on previous estimate of August 21, 1967			$197,672.50
Previous Estimate			
Special Rock Backfill	145 cu. yd.	8.00	$ 1,160.00
Present Estimate			
Special Rock Backfill	2,605 cu. yd.	8.00	20,840.00
	Net increase		$ 19,680.00
	Subtotal		$217,352.50

Subtotals on remaining structures same as previous estimate of August 21, 1967		$ 87,058.20
	Subtotal	$573,383.70
	10% Engr. & Cont.	57,838.30
	Total	$636,222.00

Length of Structure (1) - - - 0.108 mile

Federal Funds -	$586,900.00
State Funds -	49,322.00
Total	$636,222.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 680-1097

Utilities		
UPRR Protective Cost	All Required	$ 16,000.00
UPRR Signal and Communication Work	All Required	14,000.00
		$ 30,000.00

The above-mentioned utility work will be claimed on Utility Project No. I-80N-5(26)187.

Fo[illegible]pproved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-4/2		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-21-67	COUNTY
4		Umatilla
		PROJECT NO. I-80N-5(28)187

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Stanfield Jct.-Pendleton Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-67	0.103
OTHER (Specify)		

FUNDS Pro Rata 92.26

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 585,811	$ 540,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kahoe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer August 22, 1967

Oregon State Highway Department

Federal-Aid
Project No. I-82B-5(28)187

STANFIELD JCT.--PENDLETON SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, August 21, 1967

Type Code 1361
Umatilla River Bridge N.B. (Str. No. 5209A)(Sta. 1347+95 to Sta. 1353+39)
(Contract No. 7487)

General Excavation, Unclass.	3,100	cu.yd.	$ .80	$ 2,480.00
Structural Excavation	1,335	cu.yd.	3.00	4,005.00
Structural Excavation Below Elevation Shown	125	cu.yd.	6.00	750.00
Special Rock Backfill	155	cu.yd.	8.00	1,240.00
Furnish 10 BP 42 Steel Piling	1,965	lin.ft.	5.00	9,825.00
Drive Steel Piles	58	only	60.00	3,480.00
Splice Steel Piles	16	only	30.00	480.00
Class "A" Concrete (1,620 cu.y.d)	All	Required	(51%)	127,900.00
75'/80' Type 4 Prestressed Beams	5	only	2,100.00	10,500.00
80'/85' Type 4 Prestressed Beams	10	only	2,200.00	22,000.00
95'/100' Type 4 Prestressed Beams	15	only	2,500.00	37,500.00
Reinforcement (343,600 lb.)	All	Required	(5%)	49,560.00
Metal Parapet Railing	1,090	lin.ft.	8.50	9,265.00
8-inch Metal Drain Pipe, Type "A" Coating	60	lin.ft.	4.00	240.00
Concrete Ditch Lining	1,900	sq.yd.	10.00	19,000.00
				$297,825.00

Type Code 1321
Umatilla River Bridge N.B. (Str. No. 5209B)(Sta. 1348+58.60 to Sta. 1353+20.50)
(Contract No. 7487)

Removal Work	All	Required		$ 15,000.00
Shoring, Cribbing, Etc.	All	Required	(50%)	6,250.00
Structural Excavation	1,800	cu.yd.	3.00	5,400.00
Structural Excavation Below Elevation Shown	175	cu.yd.	6.00	1,050.00
Special Rock Backfill	145	cu.yd.	8.00	1,160.00
Furnish 10 BP 42 Steel Piling	220	lin.ft.	5.00	1,100.00
Drive Steel Piles	4	only	60.00	240.00
Splice Steel Piles	1	only	30.00	30.00
Class "A" Concrete (1,360 cu.yd.)	All	Required	(49%)	122,500.00
Reinforcement (236,900 lbs.)	All	Required	(41%)	34,440.00
Metal Parapet Railing	925	lin.ft.	8.50	7,862.50

8-inch Metal Drain Pipe, Type "A" Coating	140	lin.ft.	$ 4.00	$ 560.00
Class "B" Asphalt Concrete	260	ton	8.00	2,080.00
				$197,672.50

Type Code 1080
Ditch Rider Road Bridge (Str. No. 3581A) (Sta. 1357+55 to Sta. 1358+00) (S. Agness Rd.)
(Contract No. 7087)

Shoring, Cribbing, Etc.	All	Required	(50%)	$ 6,250.00
Structural Excavation	20	cu.yd.	$ 3.00	60.00
Furnish 10 BP 42 Steel Piling	180	lin.ft.	5.00	900.00
Drive Steel Piles	6	only	60.00	360.00
Splice Steel Piles	1	only	30.00	30.00
4' x 45'/50' Prestressed Slabs	4	only	1,500.00	6,000.00
Structural Steel (3,400 lbs.)	All	Required	(31%)	2,325.00
Timber Pellce Guard	92	lin.ft.	4.20	386.40
				$ 16,311.40

Type Code 1080
Ditch Rider Road Bridge (Str. No. 3581B) (Sta. 1+08.84 to Sta. 1+59.80) (S. Agness Rd.)
(Contract No. 7087)

Structural Excavation	20	cu.yd.	$ 3.00	$ 60.00
Furnish 10 BP 42 Steel Piling	180	lin.ft.	5.00	900.00
Drive Steel Piles	6	only	60.00	360.00
Splice Steel Piles	1	only	30.00	30.00
4' x 50'/55' Prestressed Slabs	4	only	1,500.00	6,000.00
Structural Steel (3,400 lbs.)	All	Required	(31%)	2,325.00
Timber Pellce Guard	702	lin.ft.	4.20	428.40
				$ 10,103.40

Type Code 1080
Ditch Rider Road Bridge (Str. No. 3581C) (Sta. 1350+28.01 to Sta. 1350+78.97) (S. Agness Rd.) (Contract No. 7087)

Structural Excavation	25	cu.yd.	$ 3.00	$ 75.00
Furnish 10 BP 42 Steel Piling	180	lin.ft.	5.00	900.00
Drive Steel Piles	6	only	60.00	360.00
Splice Steel Piles	1	only	30.00	30.00
4' x 50'/55' Prestressed Slabs	4	only	1,500.00	6,000.00

Structural Steel (4,000 lbs.)	All Required (38%)	$ 2,850.00
Timber Fellce Guard	102 lin.ft. @ 4.20	428.40
		$ 10,643.40
	Subtotal	$532,555.70
	10% Engr. & Cont.	53,255.30
	Total	$585,811.00

Length of Structure (1) - - - - - - - - - - 0.103 Mile

Federal Funds -	$540,400.00
State Funds -	45,411.00
	$585,811.00

UTILITIES

U.P.R.R. Protective Work	All Required	$ 16,000.00
U.P.R.R. Signal and Communication Work	All Required	14,000.00
		$ 30,000.00

The above mentioned utility work will be claimed on Utility Project No. I-5(26)187.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(28)187

STANFIELD JCT. -PENDLETON SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

P.S. & E. Estimate

Salem, Oregon, June 29, 1967

Type Code X381
Umatilla River Bridge W.B. (Str. No. 5209A) (Sta. 1347+95 to Sta. 1353+39)

General Excavation, Unclassified	3,100 cu. yds.	$ 1.50	$ 4,650.00
Structural Excavation	1,335 cu. yds.	6.00	8,010.00
Structural Excavation Below Elevation Shown	125 cu. yds.	10.00	1,250.00
Special Rock Backfill	155 cu. yds.	5.00	775.00
Furnish 10 BP 42 Steel Piling	1,965 lin. ft.	6.00	11,790.00
Drive Steel Piles	58 only	80.00	4,640.00
Splice Steel Piles	16 only	50.00	800.00
Class "A" Concrete (1,620 cu. yd. @ $90.00)	All Required (51%)		145,962.00
75'/80' Type 4 Prestressed Beams	5 only	2,300.00	11,500.00
80'/85' Type 4 Prestressed Beams	10 only	2,600.00	26,000.00
95'/100' Type 4 Prestressed Beams	15 only	3,500.00	52,500.00
Reinforcement (343,600 lbs. @ $0.14)	All Required (59%)		47,949.30
Metal Parapet Railing	1,090 lin. ft.	7.00	7,630.00
8-inch Metal Drain Pipe, Type "A" Coating	60 lin. ft.	4.00	240.00
Concrete Ditch Lining	1,900 sq. yds.	10.00	19,000.00
			$342,696.30

Type Code X321
Umatilla River Bridge E.B. (Str. No. 5209B) (Sta. 1348+58.60 to Sta. 1353+20.50)

Removal Work	All Required		$ 25,000.00
Shoring, Cribbing, Etc.	All Required (50%)		15,000.00
Structural Excavation	1,800 cu. yds.	$ 6.00	10,800.00
Structural Excavation Below Elevation Shown	175 cu. yds.	10.00	1,750.00

Special Rock Backfill	145 cu. yds.	$ 5.00	$ 725.00
Furnish 10 BP 42 Steel Piling	220 lin. ft.	6.00	1,320.00
Drive Steel Piles	4 only	80.00	320.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (1,560 cu. yds. @ $90.00)	All Required (49%)		140,238.00
Reinforcement (236,900 lbs. @ $0.14)	All Required (41%)		33,320.70
Metal Parapet Railing	925 lin. ft.	7.00	6,475.00
8-inch Metal Drain Pipe, Type "A" Coating	140 lin. ft.	4.00	560.00
Class "B" Asphalt Concrete	260 tons	12.00	3,120.00
			$238,678.70

Type Code X080
Ditch Rider Road Bridge (Str. No. 3581A) (Sta. 1357+55 to Sta. 1358+00)
(S. Access Rd.)

Shoring, Cribbing, Etc.	All Required (50%)		$ 15,000.00
Structural Excavation	20 cu. yds.	$ 6.00	120.00
Furnish 10 BP 42 Steel Piling	180 lin. ft.	6.00	1,080.00
Drive Steel Piles	6 only	80.00	480.00
Splice Steel Piles	1 only	50.00	50.00
4' x 45'/50' Prestressed Slabs	4 only	1,200.00	4,800.00
Structural Steel (3,400 lbs. @ $0.20)	All Required (31%)		669.60
Timber Felloe Guard	92 lin. ft.	3.00	276.00
			$ 22,475.60

Type Code X080
Ditch Rider Road Bridge (Str. No. 3581B) (Sta. 1+08.84 to Sta. 1+59.80)
(N. Access Rd.)

Structural Excavation	20 cu. yds.	$ 6.00	$ 120.00
Furnish 10 BP 42 Steel Piling	180 lin. ft.	6.00	1,080.00
Drive Steel Piles	6 only	80.00	480.00
Splice Steel Piles	1 only	50.00	50.00
4' x 50'/55' Prestressed Slabs	4 only	1,300.00	5,200.00
Structural Steel (3,400 lbs. @ $0.20)	All Required (31%)		669.60
Timber Felloe Guard	102 lin. ft.	3.00	306.00
			$ 7,905.60

Type Code X080
Ditch Rider Road Bridge (Str. No. 3581C) (Sta. 1350+28.01 to Sta. 1350+78.97)
(S. Access Rd.)

Structural Excavation	25 cu. yds.	$ 6.00	$ 150.00
Furnish 10 BP 42 Steel Piling	180 lin. ft.	6.00	1,080.00
Drive Steel Piles	6 only	80.00	480.00
Splice Steel Piles	1 only	50.00	50.00
4' x 50'/55' Prestressed Slabs	4 only	1,300.00	5,200.00
Structural Steel (4,000 lbs. @ $0.20)	All Required (38%)		820.80
Timber Pelloe Guard	102 lin. ft.	3.00	306.00
			$ 8,086.80
	Subtotal		$619,843.00
	10% Engr. & Cont.		61,984.00
	Total		$681,827.00

Length of Structure (1) - - - - - - 0.103 mile

Federal Funds	$629,000.00
State Funds	52,827.00
	$681,827.00

Utilities

U.P.R.R. Protective Work	All Required	$ 16,000.00
U.P.R.R. Signal & Communication Work	All Required	14,000.00
		$ 30,000.00

The above-mentioned utility work will be claimed on Utility Project No. 1-80N-5(26)187.

STANFIELD JCT. -PENDLETON SECTION

PRESTRESSED BEAM QUANTITIES

75'/80' Type 4 Prestressed Beams

Overhead			$ 100.00	
Class AA Concrete	16.7 cu. yd.	$80.00	1,336.00	
Reinforcement	1,292 lb.	0.14	180.88	
Prest. Wire	1,232 lb.	0.60	739.20	
			$2,356.08	
				Say $2,300

80'/85' Type 4 Prestressed Beams

Overhead			$ 100.00	
Class AA Concrete	17.6 cu. yd.	$80.00	1,408.00	
Reinforcement	2,025 lbs.	0.14	283.50	
Prest. Wire	1,470 lbs.	0.60	882.00	
			$2,668.50	
				Say $2,600

95'/100' Type 4 Prestressed Beams

Overhead			$ 100.00	
Class AA Concrete	20.7 cu. yd.	$80.00	1,656.00	
Reinforcement	2,659 lbs.	0.14	372.26	
Prest. Wire	2,321 lbs.	0.60	1,392.60	
			$3,520.86	
				Say $3,500

4' x 45'/50' Prestressed Slabs

Overhead			$ 100.00	
Class AA Concrete	8.2 cu. yd.	$80.00	656.00	
Reinforcement	525 lbs.	0.14	73.50	
Prest. Wire	661 lbs.	0.60	396.60	
			$1,226.10	
				Say $1,200

4' x 50'/55' Prestressed Slabs

Overhead			$ 100.00	
Class AA Concrete	9.2 cu. yd.	$80.00	796.00	
Reinforcement	570 lbs.	0.14	79.80	
Prest. Wire	685 lbs.	0.60	411.00	
			$1,326.80	
				Say $1,300

RECEIVED
APR 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER
STATE FORCES NOT INVOLVED

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional quads are required.
Date OCT 24 1967 By
Title Dist. Engineer
U.S. Bureau of Public Roads

Form A-10-G1P

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Stanfield Jct. - Pendleton Date April 2, 1969

Highway Old Oregon Trail Contract No. 7087 F. A. Project No. I-80N-5(28)187

County Umatilla Prefix 630-1097 Account No. 210-04

Description of Work To Be Done: Transfer of 10BP42 steel piling cut-offs over 20 feet in length from Bridge #3581 B & C, contract no. 7087 to Bridge #2439A and 9314, contract no. 7017, for use as splice material.

NOTED
F. B. KLABOE

Location by Station Numbers:
"A" 11+40.00
"EB" 1372+20.16

Estimate of Quantities and Costs:

Br. #	Bt. #	Pile #	Cut-off
3581B	2	1	20.4
3581C	1	1	23.0
3581C	1	2	22.6
3581C	1	3	23.6
3581C	2	1	23.7
3581C	2	2	23.6
3581C	2	3	24.1
			161.0

161 lin. ft. @ $5.00 = $805.00 - Credit

Explanation:
It was necessary to have additional piling length on contract no. 7017.

- Over for location-

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$679,017.00
Present estimate of project cost, including $ - 805.00 for work under this order	$677,267.29
Expected under-run (amount)	$1,749.71
Expected under-run (per cent)	0.03

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry E. Woodward
Harry E. Woodward Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Ass't. Division Engineer

Approved: /s/ F. D. Morgan 5-9-69

FROM CONTRACT # 7087				TO CONTRACT # 7017			
Br. #	Cut-off	Bt. #	Pile #	Br. #	Bt. #	Pile #	
3581B	20.4	2	1	2439A	1	7	
				9314	5	11	
3581C	23.0	1	1	2439A	1	3	
3581C	22.6	1	2	2439A	1	4	
3581C	23.6	1	3	2439A	1	9	
3581C	23.7	2	1	2439A	1	6	9314 - 3 - 21
3581C	23.6	2	2	2439A	1	1	
				9314	3	50	
3581C	24.1	2	3	2439A	1	5	

FROM CONTRACT # 7087				TO CONTRACT # 7017			
Br. #	Cut-off	Bt. #	Pile #	Br. #	Bt. #	Pile #	
3581B	20.4	2	1	2439A	1	7	
				9314	5	11	
3581C	23.0	1	1	2439A	1	3	
3581C	22.6	1	2	2439A	1	4	
3581C	23.6	1	3	2439A	1	9	
3581C	23.7	2	1	2439A	1	6	9314 - 3 - 21
3581C	23.6	2	2	2439A	1	1	
				9314	3	50	
3581C	24.1	2	3	2439A	1	5	

RECEIVED
APR 2 - 1969
For the

I-82N-5(28)187
1187

April 7, 1969

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Stanfield Junction-Pendleton Section Structures is apparent. This is Contract 7087 with Rogers Construction Company, Inc., Federal Aid Project No. I-82N-5(28)187, on the Old Oregon Trail in Umatilla County.

The original authorization was $632,875.16 and it now appears the final cost will be $679,017.00. This is an increase of 7 percent. Increase in the quantity of Bid Item No. 6, Special Rock Backfill for adequate stream bed control for protection of footings in the Umatilla River; extra work involved in widening the USRS Canal bottom at the request of the operators of the canal; and extra work involved in furnishing additional slope protection adjacent to the Union Pacific Railroad's main line track at the request of the Railroad Company generated the overrun.

This matter will be on the agenda for your consideration at the April 22 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

RECEIVED
MAR 17 1969
FOR ING

OREGON STATE HIGHWAY DEPARTMENT

F. B. KLABOE
MOT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 12, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Erosion and Drainage Problems
Umatilla River Bridge and UPRR Overcrossing
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (28) 187
Contract No. 7087
YOUR FILE: D 315-2-132

Gentlemen:

In your letter of January 23, 1969, you indicated that you expect the State to perform some additional work before the condition of your property would be considered satisfactory from a Railroad standpoint. The matter has been reviewed extensively by State Engineers and we have come to the following conclusions.

The 6-inch culvert pipe which you indicate in your December 3, 1968 letter was plugged by State work at both the inlet and outlet end, was, in fact, plugged long before the present project was undertaken. A profile taken in the existing ditch along the easterly side of your tracks indicates that the ditch sloped downward each direction from the culvert pipe in question, and it was therefore virtually impossible for water to flow through this pipe. Since this culvert performed no useful purpose prior to our construction in this area, we do not feel the State is obligated to bear the expense of placing a new culvert beneath the railroad tracks.

We do not believe that the riprap placed on the northerly side of the westbound structure is causing a washing condition along the railroad embankment, however, in order to eliminate this possibility we propose to rearrange the riprap so that it will taper into the railroad embankment, thus eliminating further erosion, and protecting the toe of the railroad embankment. This work will be performed by State forces as soon as weather and river conditions permit.

The erosion you indicate approximately 900 feet downstream from the overcrossing may have been caused by the way Rogers Construction, Inc. altered the course of the Umatilla River during the time they were excavating materials from the riverbed. Inasmuch as Rogers Construction, Inc. is the owner of the property immediately to the west of the river

at this location, and since in their operation they altered the bed of the stream, any claim for damages you may have should be carried directly to Rogers Construction, Inc. and not the State. The selection of this source was made solely by Rogers, and the State had no control over the way in which they worked their material source. The State denies all responsibility to this damage.

We trust the matter of the slope protection above your tracks and beneath our structures mentioned in your letter of December 9, 1968, has been resolved to your satisfaction.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe - w/copies of UPRR letters of 1-23-69, 12-9-68 and 12-3-68
J. L. Sollis "
A. F. Parson "
W. Ferguson "
H. Woodward "
H. M. Fillmore "

RECEIVED
MAR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 23, 1969

(File Ref. D 315 - 2 - 132)

Routing
Morgan
Docker
Bond
Walker
Doehme
Johnson

RECEIVED
JAN 28 1969
CONSTRUCTION DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Stanfield Junction - Pendleton Section - -
Old Oregon Trail Highway -- Umatilla County
Project I-80N-5(28)187, Contract No. 7087

Referring to your letter of January 17 replying to my letters of December 3 and 9 and prior discussions regarding conditions at site of highway overcrossing recently rebuilt by the State at Railroad MP 190.0 near Stanfield, Oregon, under the above-captioned project:

As you are probably aware, our Mr. G. M. Tabor met with State's Resident Bridge Engineer, Mr. Harry Woodward, on January 15 at the site and reviewed the conditions discussed. It was pointed out to Mr. Woodward that the Railroad's drain pipe situated under State's westbound lanes structure was blocked by a pier and was not functional. Furthermore, to extend the pipe so it would discharge around the pier would require an angle in the pipe line and this would create a cleaning problem. Consequently, a new pipe, without bends, should be installed nearby at right angles to our track in line with my letter of December 3.

In addition, as indicated to Mr. Woodward, State's construction has changed the flow of Umatilla River so there is now an eddy below the overcrossing undercutting theRailroad's embankment. Considerable erosion and undercutting are also occurring along the Railroad's embankment for approximately 900 feet downstream from the overcrossing.

Moreover, during the recent high water period, gravel that had been placed by State's contractor against Railroad's embankment along this 900-foot stretch was washed away. Prior to State's recent construction, main channel of the river was located farther from the railroad and erosion during high run-off periods was not so severe.

It is expected therefore that the State will undertake a program to remedy these conditions and it appears additional riprap protection will be required over the approximate 900-foot stretch of Railroad embankment.

Will you please advise State's intentions on handling these items so the area will be left in a satisfactory condition in accordance with our agreement.

Yours very truly,

W. B. Johnson

Copies to: H S Coulter
W. Ferguson
H. Woodward

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

December 9, 1968

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

(File Ref. D 315-2-132)

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 12 1968
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Stanfield Junction - Pendleton Section
Old Oregon Trail Highway - Umatilla County
Project I-80N-5(28)187, Contract No. 7087

Dear Sir:

Further my letter dated December 3 concerning the construction of a highway overcrossing at Railroad M. P. 190.0, under the captioned project near Stanfield, Oregon:

In line with recent conversations with your office, our Company expects the State to restore and stabilize in a satisfactory manner the slopes above our main-line track, disturbed by State's contractor. On other highway projects where the State built or is building highway fills above track level, State has agreed to install a 3-foot rock blanket under overcrossing structures in lieu of slope paving requested by the Railroad; and inasmuch as natural slope materials were removed and slopes otherwise disturbed by contractor's work, we expect the State to similarly stabilize the areas under the overcrossing structures with a 3-foot rock blanket. In addition, those areas out from under the structures disturbed by highway construction should be stabilized by a rock blanket or vegetation re-established by seeding. Will you please handle with your contractor accordingly.

Yours very truly,

Copy to HS Coulter

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRADEE AVE.
PORTLAND, OREGON 97227

DECEMBER 3, 1968

(File Ref. D 315 - 2 - 132)

Routing

Morgan ____ Peale ____
Decker ____ Swan ____
Bond ____ Glenn ____
Walker ____ Litchfield ____
Bochme ____ Shaffer ____
Jensen ____ Smith ____

RECEIVED
DEC 10 1968
CONSTRUCTION DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Stanfield Junction - Pendleton Section
Old Oregon Trail Highway - Umatilla County
Project I-80N-5(28)187, Contract No. 7087

In connection with the captioned project, State's Contractor, Rogers Construction Company, Inc., removed vegetation along the north bank of Umatilla River adjacent to our Company's main line track, which served to protect the track during high runoff periods. Understand arrangements are being made for placing riprap along the bank in lieu of the vegetation; however, from information given to this office the amount and extent of riprap proposed appear insufficient to replace protection afforded previously by the vegetation.

To provide adequate protection, believe it will be necessary to install at least a 3-foot blanket of heavy riprap extending from base of the riverbank to its top throughout area where vegetation has been removed. Will you please investigate and advise State's plans to restore the protection?

In addition, find State's overcrossing construction has interfered with railroad roadbed drainage by plugging the inlet and blocking the outlet of one of Railroad's culverts. To remedy this condition it will be necessary to install a new culvert under our main line track and this should be at least 30 inches in diameter for cleaning.

#2 - Mr. F. D. Morgan December 3, 1968

Will you kindly let me know whether you would like to have our Company make the installation and if State will accept billing?

Yours very truly,

W. L. Johnson

Copy to H.S. Coulter

Form E-378 (Rev. 10-66)

I-IN-2(28)187
7067

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Stanfield Jct. - Pendleton — Date March 4, 1969

Highway Old Oregon Trail — Contract No. 7067

County Umatilla — Kind of Work Structures — Contractor Rogers Construction, Inc.

	Authorized	Estimated
Contract Amount	532,555.70	565,331.16
Anticipated Items	30,000.00	50,360.00
Contingency (4½%)	35,315.01	14,825.68
Engineering	45,004.45	48,500.00
Credits	- - -	- - -
PROJECT COST	632,875.16	679,016.84
NET INCREASE $		46,141.68 + 7.29

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) Bid Item #6 Special Rock Backfill	39,760.00	+ 37,360.00
(C) Misc. minor underruns & overruns (algebraic total)		- 4,584.54
(A) Other railroad work SFO #2 Revised	34,360.00	+ 20,360.00
(U) PA/1 Lower bottom pile cap elev. Br# 5209A		+ 551.72
(U) PA/2 Furnish prestr. beam marked "Q" 2/100 reduction		+ 2,000.00
(U) PA/3 Raise deck overhang Br.#5209A Span#1		+ 969.57
(U) PA/4 Furnish Mat'ls. for railroad protection Br.#5209B		+ 435.30
(U) PA/5 Net price per Bbl cement F.O.B jobsite		+ 461.95
(U) EXC/1 Flagging		+ 232.42
(U) EXC/2 Widen EBS canal bottom to 16 feet		+ 3,160.61
(U) EXC/3 Repair conc. existing structure Br.#5209B		+ 279.40
	Subtotal (continued on back (U))	+ 46,131.37

APPROVED BY STATE HIGHWAY COMMISSION
DATE 4-2-69
$679,011.00

Principal reasons for overruns (Continue on reverse side):
Overran contract amount primarily because of the increase in the amount of special rock backfill incorporated for river bank protection (see #6). Overran anticipated items (Railroad work) SFO #2, original estimates of railroad costs not accurate. (continued on reverse side)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

ORIGINAL SIGNED BY HARRY E. WOODWARD

Submitted by Harry E. Woodward — Resident Engineer

Noted by _____ — Construction or Bridge Engineer

Confirmed by Alfred Shirley Jr. — Division Engineer

Noted by _____ — Deputy or State Highway Engineer

SP**22708-734

Major overruns and underruns - (continued)

	Expected amt.	Net Change
(U) EWO#4 Remove existing AC overlay Br.#5209B		+ 472.10
(U) EWO#5 Furnish & Install #14 bars in deck Br.#5209B		+ 874.15
(U) EWO#6 Railroad slope protection		+ 5,348.03
(U) Items total		+ 14,825.68

Overrun of contingent items:

The items which accounted for almost 60% of the overrun of the contingent fund are as follows:
PA#2 Irrigation Company requested a 16' canal bottom width (ESRS Canal).
EWO#6 Union Pacific Railroad requested slope protection above the mainline.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 23 1969 PM
7,8,9,10,11,12,1,2,8,4,5,6

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 27 19[illegible] PM
7,8,9,10,11,12,1,2,8,4,5,6

RECEIVED
JAN 8 1969

FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT

I-80N-5(28)187
1071

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 7, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Riprap Drainage and Slope Protection
Umatilla River Bridge & UPRR Overcrossing
Stanfield Junction-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (28) 187
Contract No. 7087
YOUR FILE: D 315-2-132

Gentlemen:

This is in reply to your letters of December 3 and December 9, 1968, concerning the above-captioned subjects.

You indicate in your December 3 letter that you wish riprap installed along the river bank to replace the vegetation removed by our construction, but indicate that the extent and amount of riprap proposed appeared insufficient to replace the protection previously afforded by the vegetation. You indicate that it will be necessary to install a 3-foot blanket of heavy riprap extending from the base of the river bank to its top throughout the area where the vegetation has been removed. We have placed riprap along the riverbank from the river bed up to in excess of elevation 605. Inasmuch as the highest water elevation recorded in this area is 601.6 feet, we feel the protection we are providing is adequate to protect the Railroad from damage from the river. I should like to point out that if the water ever reaches elevation 604 it will be flowing two feet deep over our highway across the Umatilla River Flat immediately west of the structures. Therefore, we feel the riprap as placed is completely adequate.

With regard to the State's construction blocking one of your culverts, I wish to point out that we have exposed the culvert at this time and it is now functional.

With regard to the placement of a rock blanket on the slope above the railroad, in our telephone calls on December 24, 1968, it was agreed that the State would place a rock blanket of 6"-0 material one foot thick on the slopes of disturbed ground above the Railroad and beneath the highway structures. It was also understood that the State would maintain this slope after its installation. A rock blanket will also be placed on the adjacent areas not directly beneath the highway structures.

NOTED
TOM EDWARDS

It is my understanding tht this work has now been completed, and no further work will be performed by the State until after a joint inspection by both Railroad and State personnel. At that time we will decide if any additional measures need to be taken.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Darlene Carlmyer

for T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
Tom Edwards
F. B. Klaboe
I. D. Merchant
A. F. Parson
D. J. Barbee
H. E. Woodward

RECEIVED
JAN 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 19 1969

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract No. 7087
Prefix 630-1097
FAP I-80N-5 (28) 187

Dear Sir:

All work under Contract No. 7087, Stanfield Junction-Pendleton Section of the Old Oregon Trail Highway in Umatilla County, was completed on December 28, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F. D. Morgan
F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date January 14, 1969

Conditions noted on above date:

NONE

VG:ss
to: Forrest Cooper
F. D. Morgan

for R. E. Simpson
Division Engineer

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1968
FOR FILING

I-80N-5(28)187
7087

November 25, 1968

7004

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Stanfield Jct.-Pendleton Sec.
FAP No. I-80N-5(28)187
Contract No. 7087

Dear Sir:

This is in reference to your letter of November 8 concerning Order for Extra Work No. 5.

It appears that the basis for nonparticipation is based on our failure to notify you in a reasonable period of time following our decision to perform corrective work. I ask that you reconsider our request.

The emergency nature of the corrective work was such that directives were issued by phone while work was in progress. It became necessary for our field representative to deal directly with the Salem Bridge Office, bypassing our Division staff. As a result, the normal chain of responsibility was broken and your office was not contacted.

The procedure for establishing effective dates for participation has been discussed in detail with members of your staff. We have also discussed methods of insuring that this failure to make contact with the Bureau of Public Roads' personnel does not reoccur.

I cannot deny that we failed to notify you of our action regarding this emergency measure, but request that you reconsider your decision regarding participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant
L. H. Young

AAR:jf ja

Enc.

Form E-209—5M

OREGON STATE HIGHWAY DEPARTMENT G1-N

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Jct. - Pendleton — Date October 19, 1968

Highway Old Oregon Trail — Contract No. 7087

County Umatilla — Prefix 630-1097.

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N5(28)187

Address 11660 N. E. Glisan St. Portland, Oregon 97216 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish the necessary labor & equipment to install 4 - No. 14 concrete steel reinforcement bars over each lon gitudinal beams in the deck slab, span 2 &3 right, Br. #5209B, see drawings #23142 &23143.

Location by station numbers:

EB 1349+86.50 Rt interior
EB 1349+88.76 Rt exterior

Estimate of quantities and cost:

Labor - - - - - - - - - - - - - - - - - - $251.10

Equipment - - - - - - - - - - - - - - - - $217.10

Total $468.20

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 13 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The concrete steel reinforcement was fabricated according to State approved fabrication sheets which did not include 4 - No. 14 deck bars over each longitudinal beam and approximately centered on station over bent 3. It was not until after the deck was partially poured that it was noted that the deck steel reinforcement did not conform to the steel placement details as shown on drawing # 23142 & 23143.

(continued on reverse side)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$632,875.16
Present estimate of project cost, including $468.20 for work under this order	$611,747.97
Expected under-run amount	$21,127.19
Expected under-run per cent	3.33%

Space to right of this line is for use of Salem Office

Submitted by: Harry E. Woodward — Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

BP-23577-134

Coty-Fitz Glenn

C.W.T

Received telephone approval from A. Rear to place the missing no. 14 bars on the top mat of the transverse deck steel and increase the deck thickness 2¼" to provide adequate cover over the steel reinforcement.
Received approval to pay the contractor for the work performed as shown on this E.W.O., September 24, 1968.

RECEIVED
OREGON STATE HIGHWAY DIV.
BRIDGE DIVISION
AM OCT 24 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 8, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(28)187
Stanfield Junction - Pendleton Section
Oregon Trail Highway
Order for Extra Work No. 5

E Edwards

The work covered by this project was performed without prior approval or knowledge of this office. We realize that sometimes emergencies happen that require you to proceed without prior approval; however, in such cases we expect to be notified of the work soon thereafter. In this case this office was not notified and not until our engineer was making his regular monthly inspection of this work did the change come to his attention. Therefore, we are returning the attached Work Order without approval.

Enclosure
Order for Extra Work

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 13 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Merchant - R&S
Copy - Young

RECEIVED
NOV 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form E-24—4M

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Construction
project approved
funds and [illegible]
Date NOV 4 1968 By [signature]
Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Stanfield Jct.-Pendleton Date November 20, 1968

Highway Old Oregon Trail Contract No. 7087

County Umatilla Prefix 630-1097

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(28)187

Address P. O. Box 16537, Portland, Oregon 97216 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place 6" minus material for slope protection as requested by Union Pacific Railroad. Material to be placed on easterly slopes above railroad tracks that were disturbed during construction of the EB and WB Umatilla River Bridges.

Location by station numbers:

WB 1351+78
EB 1352+21

Estimate of quantities and cost:

Labor	$3,500
Materials	500
Equipment	3,500
	$7,500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

At the request of Union Pacific Railroad for slope protection to protect their facility from erosion. Prior approval for this work was obtained from the Division Office.

This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 632,875.16
Present estimate of project cost, including $ ..... for work under this order	$ 632,875.16
Expected under-run / over-run amount	$ -0-
Expected under-run / over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved: [signature] 12-10-68, Construction Engineer

I 84N-5(28)187

7087

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Stanfield Jct.-Pendleton Section		WEEK ENDING: October 5, 1968
		SECTION PREFIX: 630-1097
HIGHWAY: Old Oregon Trail		COUNTY: Umatilla
NAME OF JOB: Stanfield Jct.-Pendleton Section	KIND OF WORK: Structures	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 7087	FEDERAL AID PROJECT NUMBER: I-80N-5(28)187
DATE OF CONTRACT: August 15, 1967	DATE WORK STARTED: September 12, 1967	ESTIMATED COMPLETION DATE: November 15, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 19 SUPERVISION 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 360	CALENDAR DAYS USED 407
PROJECT AUTHORIZATION $ 622,875.16	SPECIFIED COMPLETION DATE: All work Aug. 26, 1968	PERCENT OF TIME ELAPSED: All work 113%
EXCLUSIVE OF ENGINEERING $ 587,870.71	ENGINEERING AUTHORIZATION $ 45,004.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 89
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 587,870.71	ENGINEERING COST TO DATE $ 38,959.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 82
ESTIMATED PERCENT OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5209A	5209B	3581A	3581B	3581C			
PERCENT	95	67	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Fair	1		
MONDAY 30	Ptly. Cloudy	1		
TUESDAY 1	Ptly. Cloudy	1		
WEDNESDAY 2	Fair	1		
THURSDAY 3	Fair	1		
FRIDAY 4	Showers	1		
SATURDAY 5		1		

RECEIVED

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	29	Nox activity.
MONDAY	30	Umatilla EB: Forming longitudinal beams span 7, stripping falsework spans 1,2 & 3, surface finishing parapet rail spans 1,2 & 3, poured longitudinal beams right side spans 4,5 &6. Umatilla WB: No activity.
TUESDAY	1	Umatilla EB: Forming parapet rail spans 8 & 9, forming deck right side spans 4,5 & 6, surface finishing parapet left & right span 1,2 & 3. Umatilla WB. No activity.
WEDNESDAY	2	Umatilla EB: Forming parapet rail left & right span 8 & 9, poured parapet rail left & right span 8 & 9, poured deck left side spans 4,5 & 6, forming longitudinal beams span 7. Umatilla WB: No activity.
THURSDAY	3	Umatilla EB: Forming longitudinal beams span 7, removing falsework spans 1,2 & 3, forming parapet rail left side spans 4,5 & 6, placing rosteel in longitudinal beams span 7. Umatilla WB: No activity.
FRIDAY	4	Umatilla EB: Poured longitudinal beams span 7, removing falsework spans 1,2 & 3, forming parapet rail left side spans 4,5 & 6. Umatilla WB: No activity.
SATURDAY	5	No activity.

STATUS OF WORK: **REMARKS**

Umatilla WB: Complete except for shaping slopes at bridge ends, placing special rock backfills and general clean up.
Umatilla EB: Extention of existing deck poured left & right spans 1,2 & 3, extention of exist deck poured left side spans 4,5 & 6, deck poured span 8, parapet rails poured spans 1,2 & 3.
Br/3581 ABC, Ditch Rider Bridges: Complete.
USBR Canal: Complete.

NEXT WEEK:
Umatilla EB: Continue forming beams & deck spans 4,5 & 6 & 7, removing falsework spans 1,2 &3.

SIGNED: Harry E. Woodward LOCATION: Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Form E-208—6M

RECEIVED
AUG 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-5(28)187
630-1097

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Dike
for G. I-P
Title Dist. Engineer
U.S Bureau of Public Roads

Project Name Stanfield Jct.-Pendleton **Date** August 12, 1968

Highway Old Oregon Trail **Contract No.** 7087

County Umatilla **Prefix** 630-1097

Contractor Rogers Construction, Inc. **F. A. Project No.** I-80N-5(28)187

Address 11760 N.E. Glisan St., Portland, Oregon **Order No.** 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Removal of loose AC overlay on existing EB structures Br. 5209B and USRS Canal Bridge.

Location by station numbers:

1348+58.60 - 1352+57.60
1352+83.65 - 1353+20.87

NOTED
F. B. KLAGGE

Estimate of quantities and cost:

Equipment	$250.00
Labor	100.00
	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Inspection of the AC overlay on the existing structure Br. 5209B has revealed that there is an inadequate bond between the AC overlay and the concrete deck surface. This EWO will cover the cost of removing all or any part of the AC overlay which is not adequately bonded to the concrete deck on the existing EB structure.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 632,875.16	
Present estimate of project cost, including $350.00 for work under this order	$ 632,875.16	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Harry E. Woodward — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Assistant Engineer of Bridge Engineer

Approval Recommended: /s/ H. S. Coulter — Asst. Division Engineer

Approved: /s/ L. H. Young for Bridge Engineer

SP 2547 '64

STATE COPY

RECEIVED
AUG 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date Aug 13 1968 By [signature]
Title Div. Engineer
U.S. Bureau of Public Roads

Form A 20-1M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2 Revised

I-80N-5(28)187
70x7

Project Name Stanfield Junction-Pendleton Date August 5, 1968

Highway Old Oregon Trail Contract No. 7087 F. A. Project No. I-80N-5(28)187

County Umatilla Prefix 630-1097 Account No. 285-02

Description of Work To Be Done:

Union Pacific Railroad Company to make temporary and permanent adjustment of signal and communication lines, right of way fences, and perform engineering work required by the project. They will also install protective planking on tracks under Span 6 of Eastbound Umatilla River Bridge No. 5209B.

Work being done by Railroad.

Location by Station Numbers:

WB 1351+25
EB 1351+90

Estimate of Quantities and Costs:

Move signal and communication lines, etc. (From Exhibit "B", UPRR-State Agreement dated 8-28-67)	$33,695
Less Salvage	- 185
Install Protective Planking (UPRR letter dated 7-24-68)	850
	$34,360

NOTED
F. B. KLABOE

Explanation:

New construction requires rearrangement of railroad signal and communication lines, right of way fences, and appurtenances. Railroad has requested and will install protective planking in track under Span 6 of Eastbound Umatilla River Bridge No. 5209 B.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 632,875.16
Present estimate of project cost, including $ 34,360 for work under this order	$ 632,875.16
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: Alfred Shirley, Jr., Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer 8-14-68

FORM E-123

RECEIVED
JUL 22 1968
FOR FILE

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

I-80N-5(28)187
1087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 18, 1968

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Planking for Track Protection
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Contract No. 7087
Project No. I-80N-5 (28) 187

Gentlemen:

On July 16, 1968, I was advised by our Assistant Division Engineer, Mr. Alfred Shirley, Jr., that in order to properly protect your facilities from potential damage caused by removing the handrails from the existing structure over your track at Stanfield Junction, your representatives in the field had requested that planking be installed on the railroad to protect the tracks from falling debris.

It is understood the planking materials will be supplied by the State's contractor, Rogers Construction, Inc., and will be installed by railroad forces. Your Mr. Tabor advised me on July 17, 1968 that the estimated cost of the work to be performed by railroad forces was $850.

This is to advise that the State will reimburse the railroad for the actual cost of performing this work in accordance with PPM 30-3 and all supplements thereto. In view of the urgency of performing this work, we hereby authorize you to proceed with this work immediately, however, we ask to be supplied with the usual estimate of cost by return mail.

TWL:ss

Very truly yours,

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: R. E. Simpson
F. B. Klaboe
I. D. Merchant
L. H. Young
C. H. Maison
A. F. Parson
Harry Woodward
C. E. Payton

Note to A. F. Parson: Please prepare a supplemental State Force Order for this work. A copy of the railroad estimate will be attached to the Order by this office when received from the railroad. A price agreement or extra work order must also be written to cover the contractor's share of this work.

RECEIVED
AUG 6 - 1968
FORM E-30 (12-67)
FOR FILING

I-ON-5(24)117
7247

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1968

SUBJECT: Portland Cement Concrete
Stanfield Jct.-Pendleton Project

To: W. Ferguson
Resident Engineer
P. O. Box 459
Pendleton, Oregon 97801

Herewith four charts portraying analysis of concrete cylinder strengths submitted from subject project. You will note the uniformity is not as good as we had anticipated. Perhaps you can pinpoint the causes of variation for emphasis the next half.

The mean values for vibrated and rodded on Chart 1 are somewhat misleading. On Chart 2 you will note the downward trend of daily averages from approximately 6500 p.s.i. April 24 to 5500 p.s.i. May 17. Since vibration of cylinders did not begin until May 9, the average of vibrated cylinders is outweighed by the high strength rodded cylinders prior to May 9. Comparison of the vibrated with rodded after May 9 shows a more valid relationship with the vibrated having higher strengths. The better uniformity value (Standard Deviation) for the vibrated as shown on Chart 1, I believe, is valid.

The downward trend, as shown in Chart 2, I suspect, is at least partly psychological - the concrete strengths were so high that special care in control gradually decreased.

Your attention is drawn to Charts 3 and 4 which show afternoon production better than morning production. I cannot supply a reason.

It is re-emphasized that uniformity of concrete is of paramount importance, particularly for continuously reinforced concrete.

O. A. WHITE
Engineer of Materials & Research

RECEIVED
JUL 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OAW:zf

cc: Construction (2)
A. F. Parson
L. P. Shaw

Stanfield Jct.– Pendleton

Vibrated– 93 Cylinders

Chart I

3 S.D. 2 S.D. 1 S.D. Mean 1 S.D. 2 S.D. 3 S.D.

Mean = 5930

S.D. = 505 p.s.i.

Rodded– 115 Cylinders

2 S.D. 1 S.D. Mean 1 S.D. 2 S.D.

Mean = 6185

S.D. = 660 p.s.i.

Total– 208 Cylinders

2 S.D. 1 S.D. Mean 1 S.D. 2 S.D.

Mean = 6070

S.D. = 610 p.s.i.

Frequency

4500 5000 5500 6000 6500 7000 7500 8000

Compressive Strength – 25 p.s.i. Increments

7168
CRC

Stanfield Jct.–Pendleton

Chart 2

COMPRESSIVE STREINGTH P.S.I.

7500
7000
6500
6000
5500
5000

Rodded

Vibrated

Excess air not in avg.

Rodded

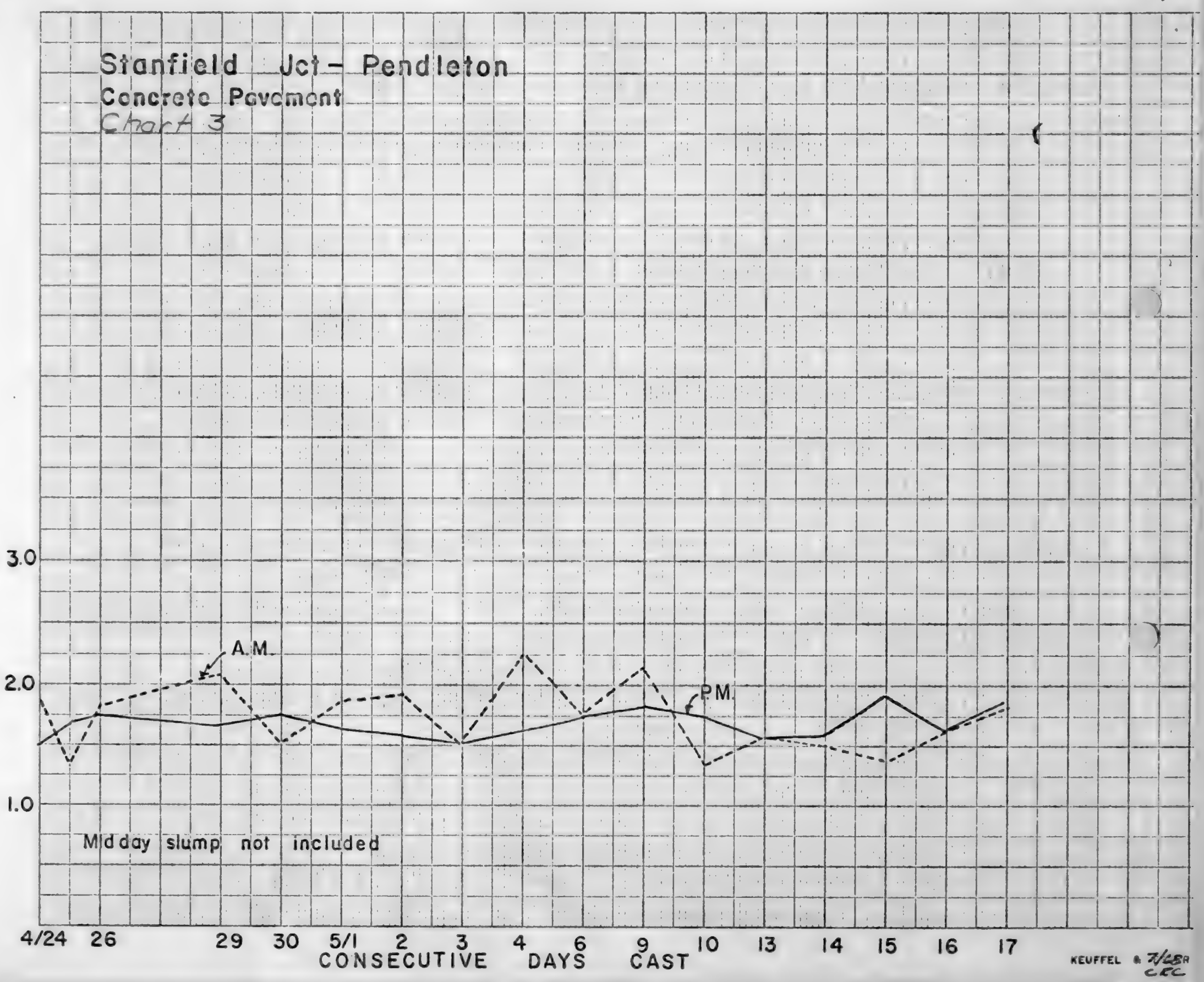
4/24 26 29 30 5/1 2 3 4 6 9 10 13 14 15 16 17

CONSECUTIVE DAYS CAST

7/68 ERC

KEUFFEL & ESSER

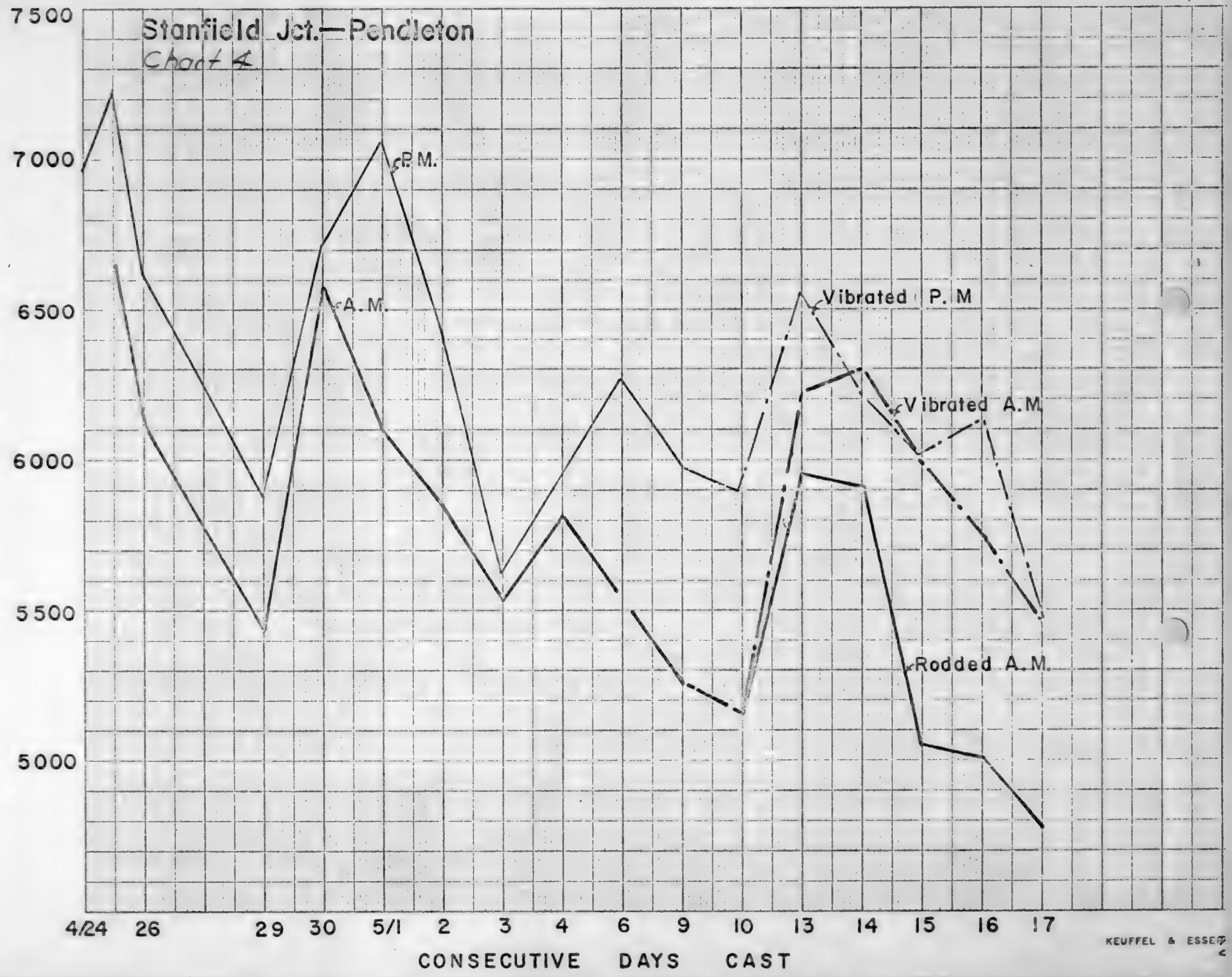
Stanfield Jct – Pendleton
Concrete Pavement
Chart 3



KEUFFEL & ESSER CO.

Stanfield Jct.—Pendleton

Chart 4



KEUFFEL & ESSER

STATE COPY

Form E-206—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 14 1968
Date ..... Dist. Engineer
Title

Project Name Stanfield Jct. -Pendleton Section — Date U.S. May 24 of Public Roads 68

Highway Old Oregon Trail — Contract No. 7087

County Umatilla — Prefix 630-1097

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-5(28)187

Address 11760 N.E. Glisan St., Portland, Oregon 97220 — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Make necessary repairs of concrete in existing structure 5209B.

NOTED
F. B. KLABOE

Location by station numbers:

Sta. 1348+58.60
Sta. 1353+20.87

Estimate of quantities and cost:

Labor	$325.00
Materials	75.00
Equipment	100.00
	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor has been requested to make repairs of rock pockets or damaged concrete found in the existing structure.

The cost for repairing damaged concrete in the existing structure was not included in the original contract authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 632,875.16
Present estimate of project cost, including $ 500.00 for work under this order	$ 600,995.16
Expected under-run amount	$ 31,880.00
Expected under-run per cent	5.03%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Division Engineer

Approved: /s/ L. H. Young, Asst. [illegible] Engineer

RECEIVED
OCT 24 1968

FISON 7-28)187
7081

April 22, 1968

4 M

Stanfield Irrigation District
% Jeffcamp and O'Rourke
P. O. Box 1020
Pendleton, Oregon 97801

Attention: Mr. O'Rourke

3W7 - 29493
3W 30312
29497
29498
2W 29499

4-23-68

Gentlemen:

All that for your files is a fully executed copy of an agreement with Stanfield Irrigation District for the withdrawal of waters of the South Fork of the Umatilla River in the Stanfield Pumping Unit Area of T. 3 N. R. 28 E. W.M. in Umatilla County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

[illegible], Secretary
OREGON STATE WATER RESOURCES BOARD

fln
Attachment

cc Stanfield Irrigation District
Route 1
Stanfield, Oregon 97875

Attention: Mr. William Gilbert

Mr. F. D. Morgan
Attn: T. W. Litchfield

RECEIVED
OCT 24 1968

I-80N-5(28)187
708.1

April 22, 1968

Stanfield Irrigation District
% Tri-Comp and O'Rourke
P. O. Box 1023
Pendleton, Oregon 97801

Attention: Mr. O'Rourke

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Stanfield Irrigation District covering adjustment and interchange of the facilities on the Stanfield Pumping-Irrigation Project in Umatilla County.

We have furnished a fully executed copy of this agreement for the Commissioner's files.

Very truly yours,

Lloyd [illegible], Secretary
CANYON CREEK MEMORY COMMISSION

Enc:
Attachment

cc Stanfield Irrigation District
Route 1
Stanfield, Oregon 97875

Attention: Mr. William Gilbert

Mr. F. D. Morgan
Attn: T. W. Litchfield

RECEIVED
OCT 24 1968

I-80N-5(28)187
7087

April 23, 1968

Stanfield Irrigation District
% Feldkamp and O'Rourke
P. O. Box 1093
Pendleton, Oregon 97801

Attention: Mr. O'Rourke

Gentlemen:

Attached for your files is a fully executed copy of an agreement with Stanfield Irrigation District covering adjustment and payment of the installation on the Stanfield Pumping Plant Lateral 8 still of I-80N in Umatilla County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Dent, Secretary
OREGON STATE WATER RESOURCES COMMISSION

flm
Attachment

cc Stanfield Irrigation District
Route 1
Stanfield, Oregon 97875

Attention: Mr. William Gilbert

Mr. F. D. Morgan
Attn: T. W. Litchfield

FORM E-122X 80 M 6-67

RECEIVED
APR 19 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

I-80N-5(26)187
187

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 18, 1968

Pacific Northwest Bell Telephone Co.
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. A. W. Brugger

Re: Adjustment of Telephone Facilities
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (26) 187

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 11, 1967, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of July 6, 1967.

Reimbursement for the work performed on and subsequent to July 7, 1967 in the amount of $4,242.00 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
A. W. Parsons
L. H. Young (2) (w/attachs.)
C. H. Maison "
A. F. Parson (2) (w/attachs.)
W. C. Ferguson "
L. C. Smitton "
C. E. Payton "

*Note to Div. Engineer A. F. Parson: Please have a State Force Order prepared and submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
APR 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(28)187

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 16, 1968

In reply refer to: 08-35.EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield-Pendleton Section
Pacific Northwest Bell Telephone Co. Adjustment

Our January 12, 1968 memorandum on the subject utility requested additional information concerning the lump sum adjustment previously authorized on July 6, 1967.

Mr. Litchfield's March 6, 1968 letter furnished this information and we are now able to make an affirmative finding to increase the lump sum amount. The increase of the contractor's quotation and the change of the crossing to Station 470+00 are considered beyond the control of the utility and therefore this lump sum adjustment is approved at a new total of $4,242.00.

NOTED
F. B. KLABOE
4-18-68

REFERRED TO
Yours - Truly - Brooks
Asst. State Hwy. Engr.

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR [illegible]

FOR: [illegible]
I 5(N-5)(1)

7081

Gen. Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1968

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Files: PUX 634 - R 39873
Construction Agreement
Union Pacific Railroad Co.
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County

[illegible] Building

~~MISC. CONTRACTS and AGREEMENTS No.~~

RAILROAD COMPANIES
FILE No. 661

Attached hereto please find one copy of the above-subject agreement. The fully executed duplicate original has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Attach.

cc: Ivan D. Merchant (1)
F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (1)
A. F. Parson (2)
R. N. Chase (3)
C. H. Maison (1)
E. F. Saling (1)
T. W. Litchfield (1)

✓
Ivan
3-14-68
Noted in Agreement book
Ivan

NOTED
FLOYD QUERY

MISC. CONTRACTS and AGREEMENTS No. 3514

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

REGIONAL OFFICE, REGION 1
BOX 8008
BOISE, IDAHO 83707

IN REPLY
REFER TO:

I-[illegible]-57([illegible])117

[illegible]

[illegible]

Mr. [illegible]
Jordan Irrigation District
P. O. [illegible]
Jordan, [illegible]

Dear Mr. [illegible]:

Enclosed for your [illegible] the Jordan Irrigation District [illegible] of the [illegible] Project [illegible]. This is [illegible] to be used [illegible] the [illegible] parties involved. You will [illegible] providing to [illegible] the authority [illegible] and [illegible] the [illegible]. Space for this [illegible] on page [illegible] Counties to be [illegible] letter of December 11, I. 7, a copy of which [illegible] file.

[illegible] on behalf of the State of [illegible]. If [illegible] at [illegible], I am [illegible] the [illegible] on behalf of the District and [illegible] to this office for [illegible] of the United States. The [illegible] will be [illegible] the District in charge of this office.

When the [illegible] is fully executed, [illegible] any [illegible] conformed copies as required will be [illegible] all parties involved.

Very truly yours,

Norman H. Meeks

Regional Director

Enclosures (3)

Copy to: Mr. [illegible], Attorney, Jordan I[illegible], Jordan, [illegible]
Mr. [illegible], [illegible] Commission,
[illegible]
(w/encl.)

RECEIVED
JAN 25 1968
FOR FILING

I-PIN-5(28)187

7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 15, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the January 23 meeting, an agreement between the State, Hermiston Irrigation District and the Bureau of Reclamation covering the reconstruction of the District's facilities as required by the construction of the Stanfield Junction-Pendleton Section of the Old Oregon Trail (I-80N) in Umatilla County.

This agreement provides for the adjustment of the District's irrigation facilities, which is included in Contract Nos. 7017 and 7087 and will cost $42,250, payment of $11,425 as severance damages to the District's existing ditch rider road system, and payment of $50 as consideration for the easement for highway overcrossing structures, with the total estimated cost being $53,725.

It also requires the State to furnish the District a permanent easement for the ditch riders roads. Operational maintenance of the District's relocated facilities will be performed by the District except for extraordinary maintenance of ditch riders roads. The State is required to pay any extraordinary maintenance resulting from the State's work for a period of one year from the date of completion of the State's project.

This agreement has the approval of the Bureau of Public Roads and is eligible for Federal-aid Interstate participation.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

Form DOT-1320 (Rev)

RECEIVED
JAN 16 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(26)187
11.67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 12, 1968

In reply refer to: 08-35-EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Pacific Northwest Bell Telephone Company Adjustment

Our July 6, 1967 memorandum authorized you to proceed with the subject utility's work on this project on a lump sum basis of $3,002.00. Included in this lump sum was an item for contract work at $1,718.00.

Mr. Litchfield's December 27, 1967 letter requests us to approve a revised lump sum total because the utility's contractor overran their estimate to $2,702.00 and the Company has revised their portion of the work to a new lump sum total of $4,242.00.

We find it difficult to concur in a revised lump sum agreement merely because of an underestimating of contract work. Apparently the Company has also revised their estimate. It is not clear to us if the revisions include additional work. Should additional work be involved, this could be handled as a separate action.

Young
Litchfield
1-16-68

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JAN 16 1968
OFFICE

NOTED
R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 11 1968

UNITED STATES GOVERNMENT

Memorandum

I-82N-5(28)187
1087

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 9, 1968

In reply refer to: 08-35.6/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

cc Edwards 1-12-68

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary No. 35-67-EID(10-S)26
Structural Concrete Operations

Through the months of October and November 1967 we conducted a series of inspections-in-depth of Structural Concrete Operations on the following projects:

I-80N-2(34)38, Bonneville - Hood River Co. Line Section
I-80N-5(28)187, Stanfield Junction - Pendleton Section
I-105-4(113)197, Willamette River Bridge Section
I-405-8(13)302, NW. Johnson - SW. Montgomery Section

Each individual project inspection report was furnished to you with a request that you indicate proposed action to correct the problems noted on that project. We have now received your replies for the individual projects and are generally satisfied with them.

The purpose of this summary report is to bring to your attention any problems which we found to occur on a Statewide basis. This inspection-in-depth series revealed only one significant Statewide problem. It was the control of entrained air, and it was reported as a finding in the last project inspection-in-depth report. Your letter of December 22, 1967 stated that the matter of air entrainment uniformity needed study by the Central Laboratory and your letter of January 5, 1968 transmitted a January 3 memorandum from Mr. Oscar White commenting on the variables which influence the control of entrained air.

We agree with Mr. White's comments, especially regarding the need for close attention by the concrete inspectors. We believe, however, that improvement of concrete inspection will not entirely solve the problem. Engineers on several projects have tightened their inspection and also made alterations in construction procedure in an attempt to improve entrained air control. They have not always been successful. The problem appears to be caused by inconsistent cement quality, poor initial mixing procedure, inadequate or overlong mixing, or some other reason. Because this problem appears to be beyond the

1-12-68 Memo from Portland with your reply

(more)

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OFFICE OF

experience of the field engineer, we suggest that it may be appropriate for the Central Laboratory to study these entrained air variabilities, especially on some of the more troublesome projects. The purpose of such a study would be to determine if the problem is with poor inspection, poor mixing, or from some less obvious source. Such a study could be patterned after the research project described most recently in a January 2, 1968 Circular Memorandum entitled Central Plant Concrete Mixer Peformance Capabilities. In any event we believe that it would be beneficial to distribute guidelines to the field engineers, such as Mr. White's memorandum, to aid them in their inspection. We also suggest that you consider the use of the Chace Air Meter to augment your air testing program.

The other findings noted on the project inspection-in-depth reports generally concerned themselves only with the project in question. We feel that in many cases the deficiencies were only oversights by the field engineer and they were noted in the interest of improving overall quality control. It is interesting to note that many of these same items were also reported just previously by Messrs. Smith and Kaericher of our Washington office. We believe your January 2, 1968 comments on that report are timely and that the indicated actions should improve concrete quality control.

We hope that time will be allotted at your winter Resident Engineer meetings to go over the comments contained in these reports to emphasize the point that although concrete control is fairly routine, it must be maintained at a high level to insure a quality product.

RECEIVED
DEC 19 1967

I-SON-5(28)187
7087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1967

NOTED
R. L PORTER

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: PUX 634 - Umatilla River Bridge Widening Eastbound and Umatilla River Bridge Westbound

Building

Herewith I hand you a copy of Order No. 44281, issued by the Public Utility Commissioner under date of December 11, 1967, relative to the above-subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad
Attorney

JLS:lf
Attachment

cc: F. B. Klaboe (1)
Ivan D. Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
A. F. Parson (2)
R. N. Chase (3)
T. W. Litchfield (1)
L. C. Smitton (1)
Permit Division (1)
Harold Reynoldson (1)

DEC 19 1967

Order #44281

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-392

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing Overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the "UMATILLA RIVER BRIDGE WIDENING EASTBOUND" and the "UMATILLA RIVER BRIDGE WESTBOUND" Overcrossings in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, Township 4 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon.

AMENDING ORDER

On August 2, 1967, the Public Utility Commissioner of Oregon issued Order #43708 granting the above-entitled application.

On October 17, 1967, applicant filed a motion to substitute drawing and to amend the above order as follows:

(1) That Drawing No. 23132 be substituted for Drawing No. 22842 which was a part of the application for Order No. 43708.

(2) That on page 3 of said Order No. 43708 in paragraph 3, line 4, change "EB1351.35 POT" to "EB 1351+90.35 POT".

(3) That in the last line on page 3 of said Order No. 43708, the figure "577" be changed to "544".

(4) Under "THINGS TO BE DONE BY STATE" on page 4 of said Order No. 43708, add subsection (d) to read as follows:

> "(d) State, at its sole cost, will install and maintain a drainage structure equivalent to a 30-inch diameter culvert to carry railroad side drainage around footing of Bent #7 when railroad widens its roadbed.

Copies of the motion were duly served upon the attorneys for Union Pacific Railroad Company, the County Court of Umatilla County, the United States Bureau of Reclamation and the Hermiston Irrigation District. None of said parties objected to the issuance of an order in accordance with the motion.

The motion is a cause to reopen the proceeding to substitute a drawing and to amend certain descriptive language in Order #43708 in conformity with the description in the revised drawing to be so substituted, a substantive change.

The changes noted in Drawing #23132 dated June 15, 1967, in substitution for Drawing No. 22842 dated February 15, 1967, do not constitute factors which compel reconsideration of the determination reached in Order #43708. The motion should be allowed. It is therefore

ORDERED that the within motion of the State of Oregon filed by the State Highway Commission be and the same hereby is allowed.

ORDERED that proceeding SXF-392 be and the same hereby is reopened and revised Drawing No. 23132 dated June 15, 1967, is accepted for filing in lieu of Drawing No. 22842, dated February 15, 1967 presently of record. It is further

ORDERED that Order No. 43708, entered in the above-entitled matter August 2, 1967, be and the same hereby is amended to authorize the following changes in the text thereof:

(1) That on page 3 of said Order No. 43708 in paragraph 3, line 4, "EB1351.35 POT" shall be changed to "EB 1351+90.35 POT".

(2) That in the last line on page 3 of said Order No. 43708, the figure "577" shall be changed to "544".

(3) Under "THINGS TO BE DONE BY STATE" on page 4 of said Order No. 43708, the subsection (d) shall be added to read as follows:

> "(d) State, at its sole cost, will install and maintain a drainage structure equivalent to a 30-inch diameter culvert to carry railroad side drainage around footing of Bent #7 when railroad widens its roadbed.

and it is further

ORDERED that Order #43708 in all other respects remain as originally entered.

Made, entered and effective DECEMBER 11 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

ORDERED that Order No. 43708, entered in the above-entitled matter August 2, 1967, be and the same hereby is amended to authorize the following changes in the text thereof:

(1) That on page 3 of said Order No. 43708 in paragraph 3, line 4, "EB1351.35 POT" shall be changed to "EB 1351+90.35 POT".

(2) That in the last line on page 3 of said Order No. 43708, the figure "577" shall be changed to "544".

(3) Under "THINGS TO BE DONE BY STATE" on page 4 of said Order No. 43708, the subsection (d) shall be added to read as follows:

"(d) State, at its sole cost, will install and maintain a drainage structure equivalent to a 30-inch diameter culvert to carry railroad side drainage around footing of Bent #7 when railroad widens its roadbed.

and it is further

ORDERED that Order #43708 in all other respects remain as originally entered.

Made, entered and effective DECEMBER 1 1 1967.

Sam R. Haley
Public Utility Commissioner

(SEAL)

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NOV 24 1967

Memorandum

I-80N-5(28)187
7081

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Mr. F. Klaboe, Assistant State Highway Engineer

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 22, 1967

In reply refer to: 08-35.3

SUBJECT: Oregon Project I-80N-5(28)187
Stanfield Junction - Pendleton Section
Inspection-in-Depth Report No. 35-67-EID(10)24

Attached is an inspection-in-depth report on Structural Concrete Operations. This is the third project inspection of a Statewide inspection-in-depth series.

This inspection found no serious project deficiencies that will require action by you.

Enclosure
Report

11-27-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
NOV 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

BUREAU OF PUBLIC ROADS

Wash DC Hdqtr
Region, 3 cys
File 439 Admin Mgr

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

rc

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
5	Oregon	Umatilla	I-80N-5(23)187

DATE OF INSPECTION	PHASE(S) INSPECTED
11-3 & 9-67	Structural Concrete Operations (Phase 10)

INSPECTION MADE BY	IN COMPANY WITH
R. W. Pillsbury, Bridge Engineer P. K. Luckeroth, Bridge Engineer	Harry Woodward, Resident Engineer, OSHD

REPORT PREPARED BY
R. W. Pillsbury, Bridge Engineer

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Rogers Construction Co., Portland, Oregon	$ 532,555.70
	PROJECT STATUS (% comp.) 13

LOCATION At the I-80N crossing of the Umatilla River approximately 25 miles west of Pendleton, Oregon. Project extends from Stas 1347+95 to 1353+39 which are the ends of the longer of the two bridges.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth Series)

STANFIELD JUNCTION - PENDLETON SECTION
OLD OREGON TRAIL HIGHWAY
Structures

A. SCOPE OF INSPECTION:

The inspection covered by this report is the third in a Statewide series on Structural Concrete Operations. This inspection included an office review of records, inspection of the concrete batch plant and batching operation, and placement of the concrete in the field. The concrete pour in progress was the upper half of the Bent 2 column shaft of the eastbound Umatilla River Bridge.

B. FINDINGS AND RECOMMENDATIONS:

Finding

That the current concrete mix design is some 6 months old and has not been adjusted to reflect changes in the aggregates. The Resident Engineer is aware of the problem and will make adjustments as soon as representative test reports are obtained for a new sand stockpile.

(more)

Recommendation

None.

C. GENERAL DISCUSSION:

Structural concrete operations on this project were found to be generally quite satisfactory. There has been a continuing problem with concrete sand but this problem now appears resolved.

The aggregate supplier has been furnishing materials for State work in this area on a continuing basis for some time. The present Resident Engineer moved on the job several months ago and continued using the same material and concrete mix design. The aggregate stockpiles were periodically sampled by field personnel and tested in the central laboratory. The test results for the sand were found to be failing gradation requirements on a single sieve and usually only by a few percentage points. Since the sand was being taken from a large, previously acceptable stockpile, few field tests were then being run on gradation. When it finally became evident that the sand was definitely out of gradation requirements - through thorough field tests and additional central laboratory tests - the supplier was requested to furnish new, acceptable material. This is being done at this time and field test reports from the day prior to this inspection indicate satisfactory material. As soon as enough of this new material is stockpiled for use, a new concrete mix will be designed. It should be noted that the current mix appears adequate and has acceptable yield results. All concrete on this project has had very satisfactory compressive strength test results.

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NOV 17 1967

FOR FILING

I-80N-5(28)187
7081

GP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1967

To: MEMO TO THE FILES

SUBJECT: Pre-Job Conference
Pendleton Section
November 14, 1967

The pre-job conference was held on November 14 at 1 P.M. in the conference room of the Pendleton City Hall in Pendleton, Oregon. All utilities were asked to report on the anticipated completion date for moving of their facilities. They reported as follows:

Pacific Northwest Bell Telephone Company estimated all their moving work should be completed by January 15, 1968.

Pacific Power and Light Company stated that their minor crossings and interference could be cleared shortly, but that in the area of the Emigrant Interchange, their completion could not be finished until sometime in March, 1968.

Television Company stated that as their lines were on Pacific Power and Light Company poles, it would also be in March before they could be clear.

Cascade Gas Company has already moved their facilities and are clear of construction.

Union Pacific Railroad Company stated they could start moving their lines immediately and could be completed in a short time.

City Sewerage and Water Project - Personnel who were in charge were not present, but it was stated they would have a report to Resident Engineer Hiatt within the next day or so.

Following these reports, the utilities people in attendance were excused from the balance of the meeting.

The meeting continued with contractor Ray Rogers stating that he was very concerned over the probable time delay his concer would encounter due to the utilities not being out of the way. He asked that, if his operations were delayed, a proper

amount of additional time be allowed for completion of the project. He asked that this allowance be given when it was apparent how much time would be involved and not at the end of the contract. Mr. Rogers requested that Resident Engineer Hiatt determine and prepare a report which would show the status of the areas in which utilities would interfere with the road construction work and also note the estimated times these areas would be expected to be cleared. Mr. Hiatt agreed to do this and believed he could have the data later this week.

The channel change in the Umatilla River was discussed. Special provisions state that no work should be done in this area between November 1 and June 1 without approval of the Engineer. It was believed that if plugs were left where the new channel meets the existing river, the balance of the material could be removed. This involves approximately 200,000 cubic yards of excavation. This matter will be checked out and the contractor advised.

The obtaining of a permit to allow work in the river channel was discussed. At this time, it was thought a permit would be required at areas where work was done in the existing river channel. This will also be further clarified.

The contractor noted that he would be unable to supply a schedule of operations until the utilities problem was clarified. With this, the meeting adjourned.

John H. Walker
Assistant Construction Engineer

JHW:fw

cc: F. B. Klaboe
A. F. Parson
C. D. Hiatt

RE
NOV 1
STA

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
BEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

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OCT 2 5 1967
FOR FILING

I-84N-51(27)77
7-71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 17, 1967

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: SXF-392 PUX 634
Umatilla River Br. Widening Eastbound and Umatilla River Br. Westbound Overcrossings
OWRR & N. Co.; UPRR Co.
Umatilla County

Dear Sir:

Herewith please find original and 6 copies of Motion to Substitute Drawing and Amend Order No. 43708 of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Umatilla County, one copy for service upon the Hermiston Irrigation District, one copy for service upon the United States Bureau of Reclamation and 2 copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachments

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield
Harold Reynoldson

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
10-12-67

PUX 634

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing Overcrossing structure and construct a new Overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the "UMATILLA RIVER BRIDGE WIDENING EASTBOUND" and the "UMATILLA RIVER BRIDGE WESTBOUND" Overcrossings in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, Township 4 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon.	No. SXF-392 MOTION TO SUBSTITUTE DRAWING AND AMEND ORDER NO. 43708

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and moves that Order No. 43708 be amended and a Drawing substituted as follows:

I

That Drawing No. 23132, attached hereto and by this reference made a part hereof, be substituted for Drawing No. 22842 which was a part of the Application for Order No. 43708.

II

That on page 3 of said Order No. 43708 in paragraph 3, line 4, change "EB1351.35 POT" to "EB 1351+90.35 POT".

III

That in the last line on page 3 of said Order No. 43708, the figure "577" be changed to "544".

JLS:ja
10-12-67

IV

Under "THINGS TO BE DONE BY STATE" on page 4 of said Order No. 43708, add subsection (d) to read as follows:

"(d) State, at its sole cost, will install and maintain a drainage structure equivalent to a 30-inch diameter culvert to carry railroad side drainage around footing of Bent #7 when railroad widens its roadbed.

Dated at Salem, Oregon, this 12th day of October, 1967.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
10-12-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Motion to Substitute Drawing and Amend Order No. 43708 is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 12th day of October, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Motion to Substitute Drawing and Amend Order No. 43708 and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

I-80N-5(28)187

Form E-206—5M 10

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Concurred in as to necessity of project and as to estimated funds required.
SEP 29 1967
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Stanfield Jct.-Pendleton Section **Date** October 12, 1967

Highway Old Oregon Trail **Contract No.** 7087

County Umatilla **Prefix** 630-1097

Contractor Rogers Construction, Inc. **F. A. Project No.** I-80N-5(28)187

Address 11760 N.E. Glisan St. Portland, Oregon **Order No.** 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Widen the bottom of the USRS Canal an additional 3 feet, as per letter of request, United States Bureau of Reclamation, dated October 3, 1967. This work was started on October 2, 1967 and completed on October 6, 1967.

NOTED
F. B. KLABOE

Location by station numbers:

1352+91

Estimate of quantities and cost:

Labor	$1,800.00
Equipment	1,500.00
Total	$3,300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The board members of the Hermiston Irrigation District and the Assistant Director of the U.S. Department of the Interior (Bureau of Reclamation) requested that the bottom of the USRS Canal as shown on the construction plans, sheet no. 3A be widen an additional 3 feet in order to maintain a new ditch bottom width of 16 feet. Received telephone approval from Bud Shirley, Assistant Division Engineer, Sept. 29, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 632,875.16	
Present estimate of project cost, including $ 3,300.00 for work under this order	$ 615,381.87	
Expected under-run ~~over-run~~ amount	$ 17,493.29	
Expected under-run ~~over-run~~ per cent	2.8%	

Submitted by: /s/ Harry E. Woodward
Harry E. Woodward — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
for Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Ass't. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer

Young 10-24-67

I-5(N)5(28)187 STATE COPY

Form E-206—6M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
SEP 15 1967
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

C-IP Date 1967 By
Title Dist. Engineer

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Standfield Jct.-Pendleton Section Date October 3, 1967

Highway Old Oregon Trail Contract No. 7087

County Umatilla Prefix 630-1097

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(28)187

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide for flagging within the project limits.

NOTED
F. B. KLABO

Location by station numbers:

Sta. 1347+95
Sta. 1353+39

Estimate of quantities and cost:

Provide for Flagging - $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagging is necessary to warn, direct, and guide traffic within the project limits. Funds have not been included in the project authorization. Work has started on this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$632,875.16	
Present estimate of project cost, including $1,000.00 for work under this order	$598,875.16	
Expected under-run ~~over-run~~ amount	$34,000.00	
Expected under-run ~~over-run~~ per cent	5.47	

Submitted by: /s/ Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear For ~~Construction~~ Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst. Division Engineer

Approved: /s/ L. H. Young

SP*22577-734

Young 10-19-67

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SEP 5 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-5(28)187
7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 5, 1967

Rogers Construction Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7087 for structures on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Encl.

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

I-80N-5(28)187

RECEIVED
SEP 1 - 1967

FOR FILING

FORM PR-121 (11-65) UNITED STATES GOVERNMENT

Memorandum

7087

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 29, 1967

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-80N-5(28)187
Stanfield Junction - Pendleton Section
Five Structures

As requested in Mr. Young's letter of August 18, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, as well as certifying that right of way clearance, utility and railroad work have been properly coordinated, we hereby concur as of August 15, 1967 in the award of Contract No. 7087 to Rogers Construction, Inc., of Portland, low bidder in the amount of $532,555.70 at the August 10, 1967 bid opening.

Mr. Litchfield's August 11, 1967 letter to the Union Pacific Railroad indicates no railroad permit of entry is necessary for this project. We have received the required plan approval and proposed railroad agreement. Therefore, the stipulations of our July 5, 1967 P.S. & E. memorandum are satisfied. Authorization for railroad work shall be granted by separate memorandum under Project I-80N-5(26)187 this date.

8-31-67
REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
AUG 30 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-66

RECEIVED
AUG 30 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(28)187
181

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Railroad Agreement - UPRR
Stanfield Jct. - Pendleton Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-5 (26) 187

Gentlemen:

On August 9, 1967, a copy of the proposed agreement with the Union Pacific Railroad Company covering the above-captioned project was handed to representatives of your office.

This agreement is the usual type prepared by the railroad covering over-crossings of this type and contains an estimate for railroad work totaling $33,695. This consists of preliminary engineering, temporary and permanent signal work, temporary and permanent communications work, the construction of right of way fences and engineering inspection.

So that this work may proceed without further delay, we solicit your approval of this agreement and authorization to proceed immediately with the railroad work.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
L. H. Young
C. H. Maison

RECEIVED
AUG 28 1967
FOR FILING

I-82(1)-5(2)187
7087

August 25, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 29 meeting an agreement with the Union Pacific Railroad Company providing for the construction of the Umatilla River and Railroad overcrossing structures immediately west of Stanfield Junction on the Stanfield Junction-Pendleton section of the Old Oregon Trail (I80N) in Umatilla County.

This grants to the State a temporary construction easement, allowing the State to occupy Railroad property to construct this project and provides that within two years the Railroad will grant the State a permanent easement for the overcrossing upon terms to be mutually agreed upon between the Railroad and the State. The State is also to reimburse the Railroad for all work required by the State's construction (estimated to be $33,695) which will consist of preliminary engineering, engineering inspection, adjustment of signal and communication lines, and the restoration of Railroad right-of-way fences.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

TWL:ss fn

RECEIVED
AUG 18 1967
FOR FILING

Fred W. Hill, Member
Helix
I-80N-5(28)187
7087

August 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 15, 1967 is requested in the award of contract for the Stanfield Jct.-Pendleton Section, Project No. I-80N-5(28)187.

The contractor receiving the award is Rogers Construction, Inc., in the amount of $532,555.70 with the Contract No. 7087 assigned. This bid was received on August 10, 1967 and awarded August 15, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. H. Chase
Federal-Aid Engineer

DAR:bb

RECEIVED
SEP 19 1967
FOREMAN

I-5(4)-5(28)197
7087

August 15, 1967

Bid Aug 10

Rogers Construction Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on August 14 accepted your proposal for structures on the Stanfield Junction-Pendleton Section of the Old Oregon Trail in Umatilla County for the sum of $532,555.70 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Union Pacific Railroad and the Bureau of Public Roads is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7087.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin August 26, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland
A. F. Parson
Harry Woodward
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 21 1967

I-80N-5(28)187
1087 W. G. JOHNSON SUPERINTENDENT OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 11, 1967

FileRef. D 315 - 2 - 132

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

SXF-392 - Pux 634, Umatilla R. & UPRR O'xing.
Stanfield Jct. - Pendleton Section - Old Oregon
Trail Highway - Umatilla County, Br. No. 5209

Referring to your letter of July 11 submitting State's plans for structures on the above-captioned project:

Herewith returned are the plans bearing approval of Mr. H. H. Schmidt on behalf of Union Pacific Railroad Company's Chief Engineer as noted, subject to corrections as indicated in red color on prints of Drawings Nos. 23073 and 23132.

Yours very truly,

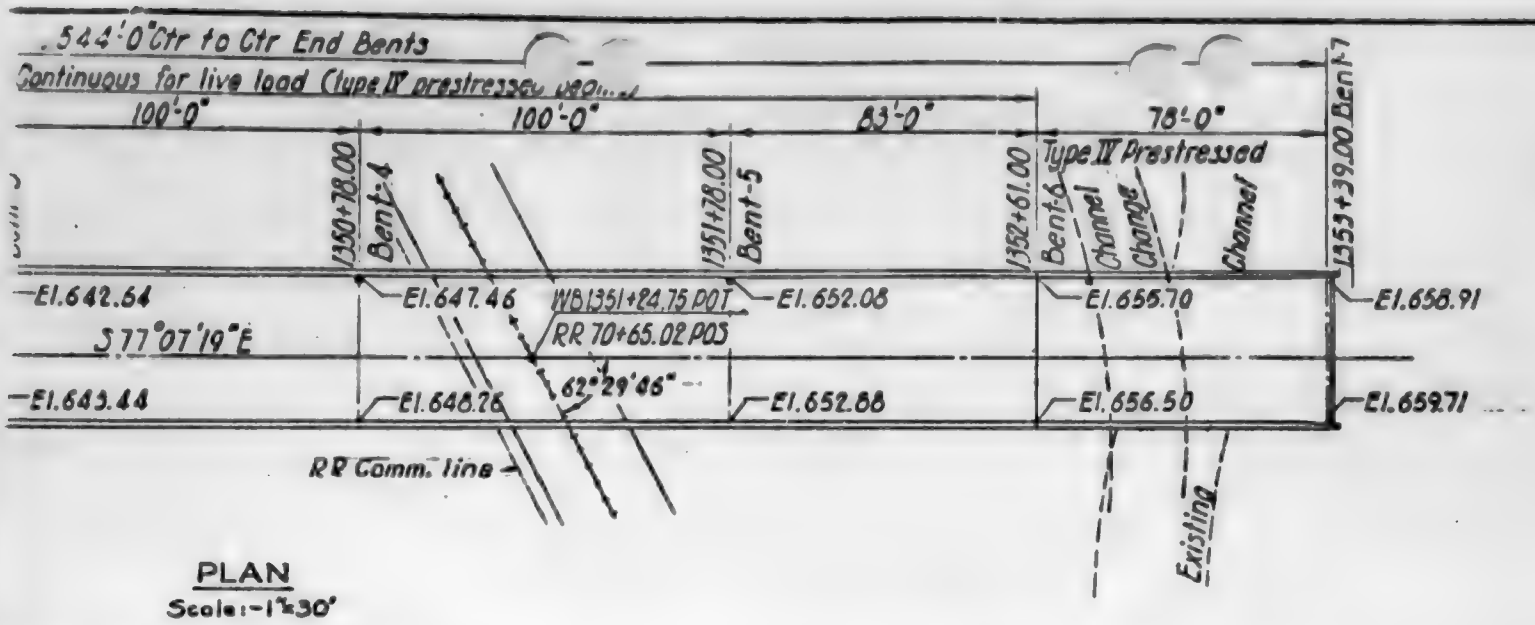
W. G. Johnson
JH BD

enc.

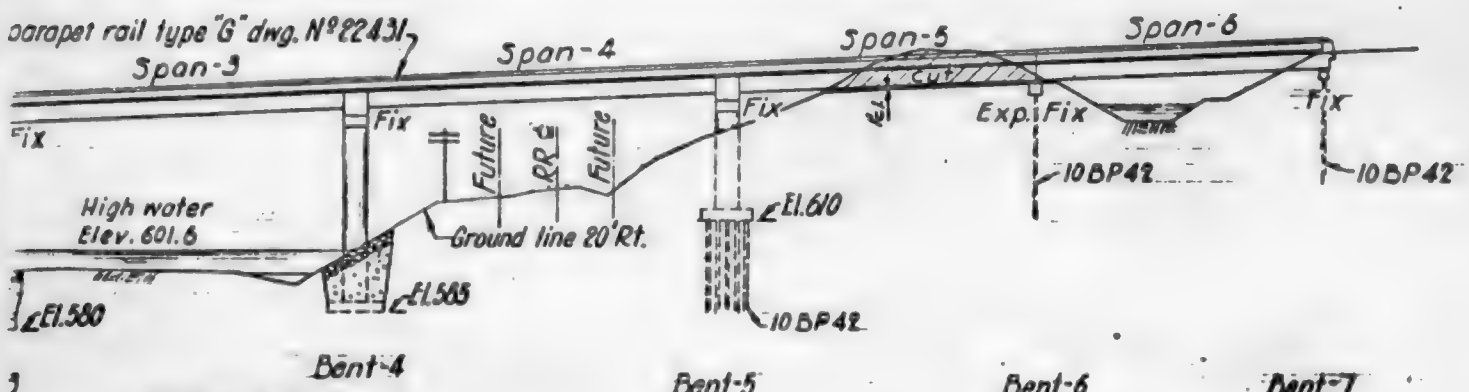
Copies to: AW Parsons
RL Porter
Tom Edwards
ID Merchant
FD Morgan
LH Young
AF Parson
Harry Woodward

8-15-67
I

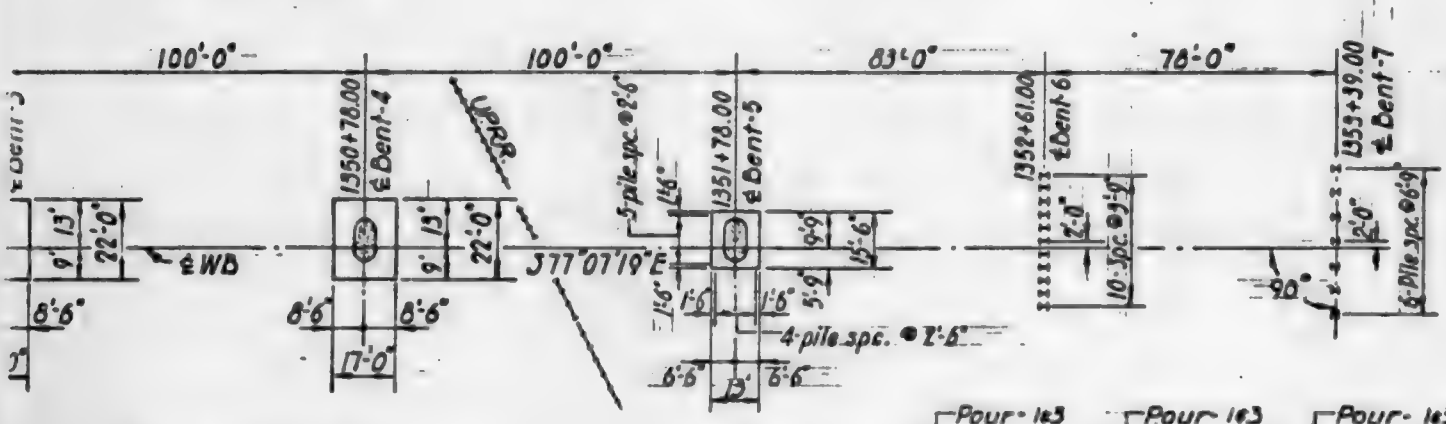
RECEIVED
AUG 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS



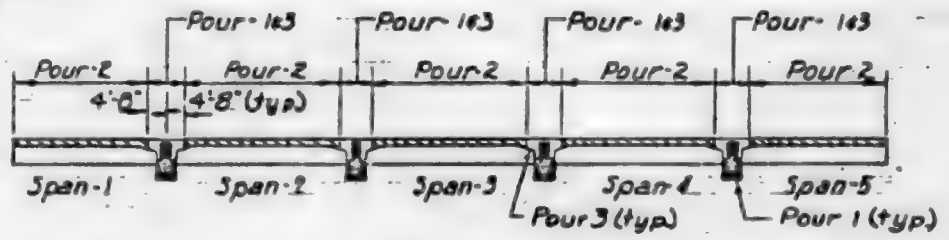
PLAN
Scale: 1"=30'



ELEVATION
Scale: 1"=30'



FOOTING PLAN
Scale: 1"=30'-0"



Note:
Footings next to tracks to be at least 3'-6" below base of low rail on existing track.
Bridge drains to be installed so water will not be discharged on or toward tracks or on slope above tracks.

CONSTRUCTION SEQUENCE SPANS 1-5

1. Construct bents 1 & 6 and bents 2, 3, 4 & 5 (pour 1).
2. Place prestressed beams on grout pads.
3. Pour diaphragm beams.
4. Pour deck, (pour-2) stop pour at bents 2 to 5 as shown above. Deck and diaphragm beams shall not be poured until at least 60 days have elapsed after transfer of stress in prestressed beams.
5. Pour remainder of cross bms. at bts. 2-5 with 4000 psi concrete (pour-3). Remove forms from steps 3 & 4 before these sections are poured but not until at least two weeks after completion of step 4.
6. Pour parapet. Parapet shall not be poured until at least 48 hours after completion of step 5.

UNION PACIF
APPROVED: Da
Fo

23073

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾"=1'-0" SHOULD BE READ ⅜"=1'-0".
INDICATED SCALE 1½"=10'-0" SHOULD BE READ 1"=20'-0"

existing superstructure piles falsework
spans 2 and 6 and wedge tight. Piles
points of spans 1, 3 and 4 and the third
indicated camber into spans 1, 3, 4 and 6.
third points of spans 7 and 9 and wedge
in place until two weeks after last

vctures (Brs. 62096 358) are included for the
for use as directed by the plans for the

General Notes

All material and workmanship shall conform to specifications for highway construction of the Oregon State Highway Commission.

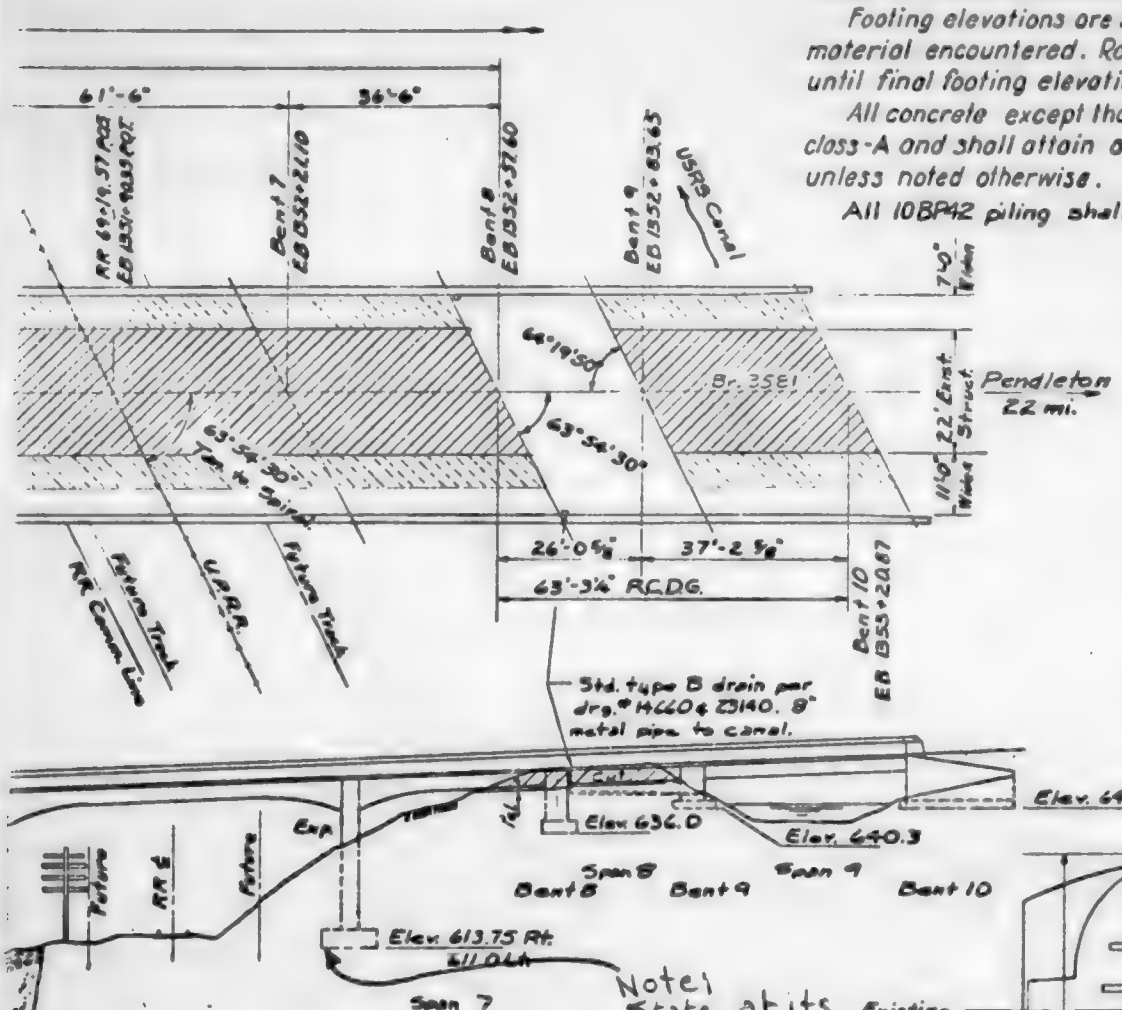
Bridge designed for H S 20-44 loading with no allowance for future wearing surface.

Reinforcing steel bars N°3 thru N°11 inclusive shall be lapped 20 diameters or a minimum of 1'-0" at all splices unless noted or shown otherwise. N°14 and N°18 bars shall be lapped 30 diameters at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of nearest face of concrete unless noted or shown otherwise (fs 20,000 psi)

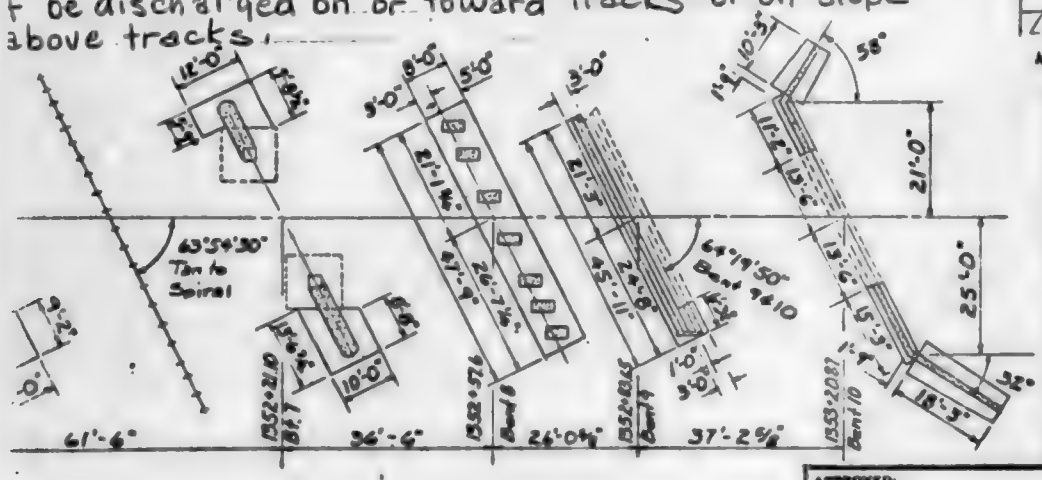
Footing elevations are subject to change depending upon foundation material encountered. Reinforcing steel for columns shall not be fabricated until final footing elevations have been determined in the field.

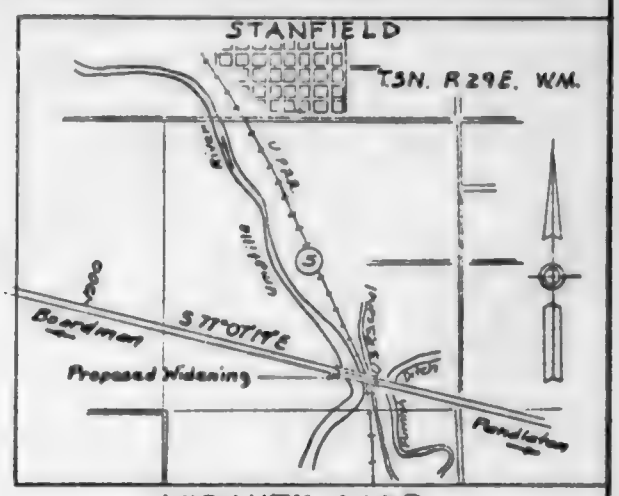
All concrete except that used in prestressed beams and slabs shall be class-A and shall attain a breaking strength of 3300 psi in 28 days (fc 1320 psi) unless noted otherwise.

All 10BP42 piling shall be driven to a minimum bearing of 50T/pile.

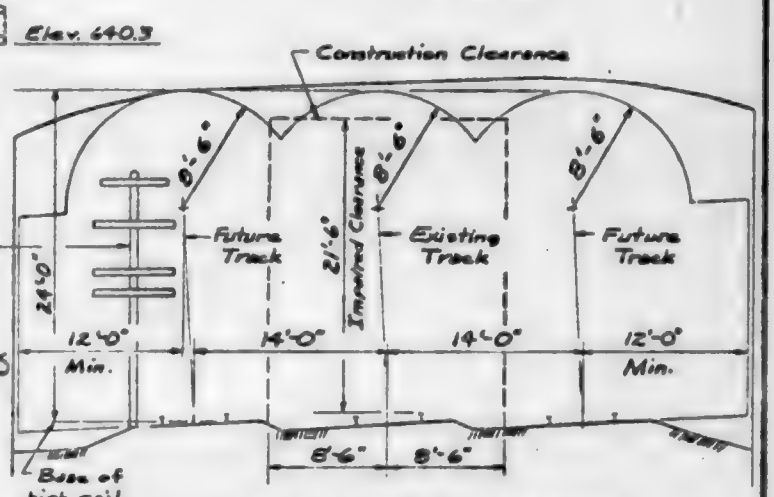


Note: State, at its Cost, to install & maintain drainage structure equivalent to 30" Dia. culvert to carry railroad side drainage around footing when Railroad Co. widens bed. Bridge drains to be installed so water will be discharged on or toward tracks or on slope above tracks.





VICINITY MAP



CLEARANCE DIAGRAM

UNION PACIFIC RAILROAD CO.

Clearances to the proposed widening are equal to or greater than the clearances to the existing structure.

APPROVED: Date .....

H. L. Edwards

FOR CHIEF ENGINEER

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE 1"=4'-0"
SHOULD BE READ 1/2"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1/2"=5'-0"

APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED CWP CHECKED
DRAWN GHB CALC. BOOK 1066

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

UMATILLA RIVER BRIDGE
EAST BOUND
STANFIELD JCT. — PENDLETON SECT.
OLD OREGON TRAIL HWY. UMATILLA COUNTY

PLAN AND ELEVATION

DATE June 15, 1947 BRIDGE NO. 5209B

ACCOMPANIED BY DWGS 23133 thru 23145, 22431, 20011, H660, 72464 thru 72469

SHEET 1 OF 17

DRAWING NO. 23132

RECEIVED
AUG 14 1967
FOR FILING

I-SON-5(28)187
7187

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1967

To: Mr. T. W. Litchfield
Utilities Liaison Engineer

Building

SUBJECT: Construction Agreement
Union Pacific Railroad Company
Umatilla River Overcrossings

I have reviewed the subject agreement and would like to call attention to the following paragraphs, the provisions of which I believe should be approved by Mr. Klaboe before it is signed:

1. The provisions of Section 3 (b) on page 7, which requires the State to reimburse the Railroad for all costs incurred in connection with this agreement, irrespective of whether they are reimbursable under PPM 30-3.

2. I would like to call attention to the provisions of paragraph (i) under Section 5 on pages 9 and 10, concerning suitable drainage facilities.

3. I should also like to call attention to Section 1a on page 5, which provides that the permanent easement for these crossings is not granted in this agreement but will be granted within 2 years from the effective date of the agreement "upon terms to be mutually agreed upon between it and Second Party" -(meaning the Railroad and State).

If these provisions are acceptable to Mr. Klaboe, please return the documents and I will have them signed by Mr. Rohde.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: C. E. Rohde
F. B. Klaboe
Frank C. McKinney

AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1967
FOR FILING
I-5(11)-5(28)117
7087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1967

RECEIVED
R. L. PORTER

SUBJECT: Pux 634 - Umatilla River Br. Widening Eastbound & Umatilla River Br. Westbound O-Xings project
OWRR & N. Co.; UPRR Co.
Umatilla County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 43708, issued by the Public Utility Commissioner under date of August 2, 1967, relative to the above-titled matter.

Distribution of conformed copies has been made as indicated below.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (2)
A. F. Parson (2)
R. N. Chase (3)
F. B. Crandall (1)
T. W. Litchfield (1)
L. C. Smitton (1)
Permit Division (1)
Harold Reynoldson (1)

RECEIVED
AUG 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Order #43708

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-392

In the matter of the application of the STATE OF OREGON by and through its State Highway Commission, for authority to widen an existing Overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the "UMATILLA RIVER BRIDGE WIDENING EASTBOUND" and the "UMATILLA RIVER BRIDGE WESTBOUND" Overcrossings in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, T. 4 N., R. 29 E., Willamette Meridian, Umatilla County, Oregon.

ORDER

On March 21, 1967, Oregon State Highway Commission, acting for the State of Oregon, applied to the Commissioner, under the provisions of ORS 366.205 and 763.040, for authority to construct a new railroad-highway overcrossing and to widen an existing overcrossing structure at the location set forth in the above title. The overcrossing construction and alteration will be part of a highway project in which Applicant proposes to make the existing highway four lanes and to widen the existing structure and construct an additional structure.

Applicant alleges that the proper service, safety and convenience of the traveling public require the above described widening of an existing structure and construction of an additional overcrossing structure over the right of way and main line track of the Union Pacific Railroad Company.

Applicant states that the persons or parties affected by the proposed overcrossing construction and alteration are the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, the Hermiston Irrigation District, the United States Bureau of Reclamation, and Umatilla County, Oregon.

Applicant also represents that upon completion, the estimated annual average daily traffic on the structures will be 2100 vehicles with an anticipated increase to 4700 vehicles per day in 20 years; that at the site of the proposed overcrossing construction and alteration there are six passenger and 11 freight train movements per day.

Attached to the Application and made a part thereof are Oregon State Highway Department drawings numbers 22727, 22842, and 21491. Said drawings set forth the physical details and dimensions concerning the proposed structure and its immediate vicinity.

Copies of the Application and the attached drawings made a part thereof were forwarded to the Superintendent and Attorneys for Union Pacific Railroad Company, the United States Bureau of Reclamation, the Hermiston Irrigation District, and the County Court of Umatilla County.

On May 17, 1967, Union Pacific Railroad Company filed an answer to the application admitting each and every allegation contained in the application but setting forth additional relevant facts. On June 2, 1967, applicant filed a reply to respondents answer admitting and representing certain relevant facts. All of said answers and replies were served upon the interested parties and all of said parties have advised the Commissioner that they have no objection to the project as proposed or to the granting of the Application in accordance to the terms and conditions as set forth therein.

Due consideration has been given to all representations set forth in the Application and to the record herein. No issues within the purview of ORS 763.080 which would require a public hearing herein are raised by an railroad company or public body and the delay and expense which would be incurred by the holding of public hearing on this matter appear unjustified. Such public hearing will, therefore, not be held.

Based upon the Application, the record herein and field investigation by the Commissioner's staff it is found that:

The Applicant herein is a "Public Authority", Union Pacific Company is a "Railroad", and the intersecting road is a "Highway" all as defined in ORS 763.010.

In connection with the widening of Interstate Highway 80N, to four lanes, the State Highway Commission proposes to widen an existing overcrossing structure and to construct an additional overcrossing structure over the right of way and tracks of the Union Pacific Railroad Company as shown on the aforementioned drawings attached to the Application. The proposed site of such project is located in Umatilla County, Oregon.

Upon completion the annual average daily traffic on the structures will be approximately 2100 vehicles with an anticipated increase to 4700 vehicles per day within 20 years thereafter. At the site of the existing and proposed overcrossing structures, 6 passenger and 11 freight train movements per day are made.

Specifications and representations submitted by Applicant herein provide that the centerline of the roadway of the eastbound structure intersects the centerline of the main line of the railroad at Highway Station EB1351.35 POT equals Railroad Station 69+19.57 POS with an intersecting angle of 63°54'30" tangent to tangent in the Southeast Quadrant. The centerline of the roadway of the westbound structure intersects the centerline of the main line of the railway at Highway Station WB 1351+24.75 POT equals Railroad Station 70+65.02 POS with an intersecting angle of 62°29'46" tangent to tangent in the Southeast Quadrant. The eastbound or present highway structure will be widened on the northerly side by 5-feet and on the southerly side by 9-feet making a 40-foot clear roadway. Handrails will consist of concrete parapets with a single metal rail mounted thereon. The structure is 462-feet long consisting of eight reinforced concrete deck girder spans. It is located on an ascending grade to the east which varies from 4.4504% to 4.5590%. The minimum vertical and horizontal clearances will be in all instances equal to or greater than the present minimum clearances with the exception with during the construction of the widening, an impaired clearance of 21-feet 6 inches vertically and 8 feet 6 inches on both sides of the track horizontally will be necessary.

That the centerline of roadway of the westbound structure will be located parallel and 130-feet from the centerline of roadway of the eastbound or present structure. This is a new structure with a 40-foot roadway and concrete parapet handrails. It is 577-feet long consisting of six

prestressed concrete girder spans and a short abutment on each end. This structure is located on an ascending grade of 4.833% to the east. The minimum vertical and horizontal clearances will be equal to or exceed the clearances now provided by the present highway structure.

The Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award contracts and supervise the construction of the proposed grade separation structures, including highway approaches thereto.

(b) Finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith.

(c) After completion of the construction of said project, maintain the overcrossing structures with their fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant:

1. Furnish such engineering, inspection, watchmen and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove its existing signal and communication lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossing structures of the railroad tracks which are incidental to the highway to be widened to four lanes are for the accommodation of the public. No objections by any party hereto are made to the location of said railroad crossing, to the proposed manner of its construction, or to Applicant's proposals for the allocation of work to be done and the apportioning of costs to be borne in connection with construction and maintenance of the crossing. Such proposals are just and reasonable and are hereby approved.

The crossing of railroad and highway at separate grades by a new structure and by widening of an existing structure as proposed by Applicant herein will promote the public safety and convenience.

From the foregoing it is concluded that construction of the proposed overcrossing and granting of the Application herein is in the public interest. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an additional overcrossing structure and widen an existing overcrossing structure over the tracks and right of way of the Union Pacific Railroad Company, known as the Umatilla Bridge Overcrossing project, located in the Southwest Quarter of the Southeast Quarter of Section 5, Township 3 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The construction and reconstruction shall be done in a good and workmanlike manner and in accordance with accepted engineering practices. The construction and alteration shall be performed in conformance with the details as shown on the drawings submitted with the Application and above identified;

2. All construction and maintenance work and costs occasioned by the project shall be done, apportioned and borne in accordance with the findings of the Commissioner as hereinabove made and approved; and it is further

ORDERED that during the construction of the widening of the present eastbound structure that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of falsework or building materials at a minimum distance of 21'6" measured vertically from the top of the existing tracks, and the operation of trains over the track during the construction period under the above condition of impairment, be and the same is hereby approved. And it is further

ORDERED that during the construction of the widening of the present eastbound structure a variance from the provisions of Rule 44-155 (6-Note) of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of falsework or building materials at a minimum distance of 8'6" measured horizontally from the centerline of the existing tracks, and the operation of trains over the track during the construction period under the above condition of impairment, be and the same is hereby approved. And it is further

ORDERED that the designation 2A-189.77-A be assigned for identification in the Commissioner's Catalog of Railroad Crossings of the State.

Made, entered and effective this 2nd day of August, 1967.

Jam R. Hale
Public Utility Commissioner

(SEAL)

RECEIVED
JUL 18 1967

FORM PR-III (11-66) UNITED STATES GOVERNMENT

Memorandum

I-80N-5(28)187
7087

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 6, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(26)187
Stanfield - Pendleton Section
Pacific Northwest Bell Company Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated March 29, 1967, and the subject utility's letter dated May 3, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated June 30, 1967. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an agreed lump sum basis of $3,002.00 is approved.

Receipt of Mr. Valentine's May 23, 1967 affidavit of the company's property rights is acknowledged. The permits covering this adjustment were previously approved by this office. (#11712 and X-11713)

Our program memorandum dated February 2, 1967 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

7-13-67
REFERRED TO
Litchfield Young Hills
BY ASST. STATE HWY. ENGR.

F. B. KLABOE
NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1967

I-80N-5(28)187
7087

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 5, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(28)187
Stanfield Junction - Pendleton Section
Five Structures

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are conditionally authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and access rights previously acquired, as indicated in Mr. Moehring's June 22, 1967 report. We understand that all utility adjustments are being handled under Project I-80N-5(26)187, as indicated in Mr. Litchfield's June 28, 1967 utility status report.

Rather than furnishing a proposed draft or exchange of correspondence of an agreement with Union Pacific Railroad for the Stanfield Interchange crossing, as required by PPM 21-10, you have verbally advised us to the railroad's intent to furnish this document by July 27, 1967. The continued use of this procedure in conflict with our policy is accepted in this instance, basically in order to assist you in expediting this project. However, in addition to the required documentation, we believe that a serious review of your efforts documented by a statement of procedures, including a legal study, outlining your attempts at compliance for any Union Pacific Railroad adjustment would be desirable in 30 days.

NOTED
F. B. KLABOE

It is expressly understood that as a minimum, a proposed agreement (including permit of entry) and written evidence of the railroad's acceptance of the plans must be in this office on July 27, 1967 or this project shall be withdrawn. Should this procedure be considered as undesirable, you may exclude the railroad work from the participating work of this project.

(more)

7-13-67.
REFERRED TO
Craig - Litchfield
BY ASST. STATE HWY. ENGR.
W Kane.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Litchfield's June 28 Utility Status Report and Mr. Moehring's Right of Way Status Report are strangely silent with regards to the railroad action. To certify this railroad adjustment in accordance with Subparagraph 10e(2) of PPM 21-6.3 seems inappropriate because it would constitute your agreement to make appropriate credits in Federal-aid participation for liquidated damages in time extensions, if any, for which you may be obligated to the contractor resulting from any delay to the construction contract (or related roadway contract I-80N-5(27)187) due to the railroad's adjustments, and related contractors' claims would also be nonparticipating. Railroad work and protective work shown on the estimate will not be authorized until receipt of the proposed agreement and related documentation cited above if participation is desired.

The following revised Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	July 1967
Division I - General Requirements	March 1967
Division II - Part 4 - Structures	March 1967

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's July 3, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Enclosure
Title Sheet

RECEIVED
JUL 5 - 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(28)187
7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1967

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 634 - Umatilla River Bridge Widening Eastbound and Umatilla River Bridge Westbound Overcrossings.
OWRR & N. CO.; UPRR CO.
Umatilla County
Your No. SXF-392

Dear Sir:

With regard to the letter of the Union Pacific Railroad Company dated June 20, 1967, and the attached letter dated June 29, 1967, please be advised that the Highway Department agrees to the conditions set out in letter of June 29, 1967, and the Order may contain a requirement for the State to install and maintain, at its expense, any future drainage structure which may be required to carry Railroad side drainage around the existing footing in the event the Railroad, at some future date, widens its roadbed in this area.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:rh
Encl.

cc: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. A. F. Parson
Mr. Ivan Merchant
Mr. T. W. Litchfield
Mr. Harold Reynoldson
Mr. Frank C. McKinney

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

June 29, 1967

File Ref. D 315-2-132

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

SXF-392 PUX 634
Umatilla R. & UPRR O'xing
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Br. No. 5209B

Reference is made to your letter of June 20, 1967, and subsequent 'phone requests for a letter from our Company by June 30 approving State's proposed extension of the right-hand footing on Bent No. 7 of existing Umatilla River Bridge under the captioned project so top of the footing will be only 1'7" below base of rail on our present main line track rather than 3'6" in order that the State may advertise the project on June 30.

In line with telephonic advice on June 29 from our Mr. G. M. Tabor to your Mr. Ted C. Roake, the Railroad is willing to permit extension of the footing as proposed in your letter of June 20 and as illustrated on prints of the State's drawings Nos. 23132 and 23139, both dated June 15, 1967, submitted with your letter.

As Mr. Roake was informed, we are willing to do this only on basis the State will pay all cost of installing and maintaining any future drainage structure which may be required to carry railroad side drainage around the footing in event the Railroad desires at some future date to widen its roadbed in this area; said drainage structure will be equivalent to at least a 30" diameter culvert.

NOTED
T. C. ROAKE

Copy to Mr. Scott, Stanfield 6-30-67

Inasmuch as we have not had the afore mentioned prints on hand for sufficient time to permit review by our Chief Engineer and return of same, we expect to forward these at a later time with approval of the Railroad's Chief Engineer noted for your file.

In reviewing the State's proposal find we do not have in our records detailed plans of the existing overcrossing structure: Will you please furnish a set for our information.

We would appreciate the State making an effort in the future to furnish copies of its final design plans in sufficient time to permit review by our Company and the return of a set along with our comments prior to State advertising the work for contract.

Very truly yours,

W. D. Edwards

FORM E-123X SOM 2-68

RECEIVED
JUN 23 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(28)187

7187

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 20,1967

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. W. G. Johnson

Subject: SXF-392 PUX 634
Umatilla R. & UPRR O'xing
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Br. No. 5209B

Gentlemen:

On May 29, 1967, we agreed to the conditions of your Answer to our application for a PUC order on the subject overcrossing.

One of the conditions was that the tops of footings of the bents adjacent to the tracks (Bents 6 and 7 of the subject bridge) would be 3'6" or more below the bottom of rail of the existing tracks. The design drawings for the present structure call for the footings of Bent 7 to be at elevation 610.00; however, during design for the widening, we have found that due to a field change, these footings were raised to elevation 611.00 on the left footing and 615.00 on the right. The left-hand footing still is below 3'6" clear; however, the top of the present right-hand footing is only 1'7" clear. As we cannot change the present footing, we are making the top of the extended footing at the same elevation in order not to undermine the present footing. We are attaching four prints each of Dwgs. Nos. 23132 and 23139 which show the details of this bent.

As the present right-hand column footing has been at the higher elevation for some time, we request that you approve the placing of the adjoining footing as shown on the attached drawings. Will you please expedite this approval so we may proceed with the PUC order.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:mb
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

RECEIVED
JUN 16 1967
FOR FILING

FORM PR-101 (11-65)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(28)187
7087

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 14, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 7, 1967 letter has submitted two items for inclusion in the subject program. These Stage 2 Construction Phase projects are approved effective today:

Item	Project	Location	Work
494	I-5-2(55)112	S. Umpqua Rest Area	Conv. Fac. & Landscape
495	I-80N-5(28)187	Stanfield Jct.-Pendleton Section	4 structures

This action provides for improvement of 0.10 miles of Interstate Highways at a total estimated cost of $834,000 of which $767,000 is reserved as Federal Interstate funds.

Young
6-16-67

RECEIVED
JUN 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FION-5(-1)17

7187

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-7-67

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	I-80N Stanfield Jct. (Umatilla River) 21 65	ADT	3,400	8,000 (69) (70)	87 (71)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	4 Bridges 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	
	NAME OF URBAN AREA 17-31	ROUTE NO. I / FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		I-80N Stanfield Jct. (Umatilla River)			
5					ROW		(Stanfield Jct.- Pendleton Section)			
5					CONST (CODE)			0.10	700,000	644,000
							PROJECT TOTALS	0.10	700,000	644,000

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		3,400	8,000 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	495 (14) (18)

FV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	I 14 23	80-5 7 13	(28)	187 (24) (26)	N 27

COUNTY NAME: Umatilla — CODE: 059 (14) (18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE (35) (37) — U.S.: I-80N (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Const. W.B. Bridge Widen E.B. Bridge Over Umatilla R. & R.R.; Const. 3 Conc. Bridges Over USRS Canals (Ditch Riders Road) Length of Strs. 689'.
					ROW - 300' Normal; Access Control - Full; Parking Restrictions - Complete.
0.10	700,000	644,000	56,000		
0.10	700,000	644,000	56,000		
(16)	(23)	(24) (33)			

REMARKS

Additional Data: Items 150, 471, 479 and 488; Projects I-80N-5(1), I-80N-5(24), I-80N-5(26) and I-80N-5(27).

(over)

USCOMM DUSCOMM-DC 48905-P61

Project Data

The project consists of the following work:

A 544' prestressed concrete bridge, westbound (over the Umatilla River and UPRR); widen the existing structure, eastbound, 5 feet and extend same to connect with existing bridge over USRS canal to provide a structure 492 feet in length, thus making a twin Hwy.-Waterway-Roadway Overcrossing, HC-40', on the main highway. Construction of 3 concrete bridges (50', 50' & 45' with HC-14') over irrigation canals on the Ditch Riders Access Roads. Construction of approximately 425' of channel change with reinforced concrete ditch lining of the USRS canal under the new westbound structure. Complete Ditch Riders roads to the structures as incidental construction.

Railroad Data (Umatilla River Bridge W.B.)

Note: PUC Order has been applied for.

Railroad	UPRR
No. of Tracks	1
No. of Trains	6 Passenger, 11 Freight
No. of High Speed	6
Existing Protection	None
Proposed Protection	Overcrossing
RR Benefits	None

RECEIVED
JUN 5 - 1967
FOR FILING

I-80N-5(28)187
7087

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID W. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1967

NOTED
R. L. PORTER

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 634 - Umatilla River Bridge
Widening Eastbound and Umatilla
River Bridge Westbound Overcrossings
OWRR & N. Co.; UPRR Co.
Umatilla County
Your No. SXF-392

Dear Sir:

Please find herewith an original and 6 copies of Reply of the State Highway Commission to the Answer of the Union Pacific Railroad Company in the above-titled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield
Harold Reynoldson

RECEIVED
JUN 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:ja
6-1-67

PUX 634

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing Overcrossing structure and construct a new Overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the "UMATILLA RIVER BRIDGE WIDENING EASTBOUND" and the "UMATILLA RIVER BRIDGE WESTBOUND" Overcrossings in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, Township 4 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon.	)	No. SXF-392 R E P L Y

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for Reply to Answer of Respondent Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, respectfully admits, alleges and represents as follows:

I

Admits the allegations of paragraph II of Respondent Railroads' Answer.

II

Admits that in paragraph VII of Applicant's Application in line one the word "daily" should be inserted after the word "average".

III

Admits that in Applicant's Application in paragraph XI under THINGS TO BE DONE BY RAILROAD, subparagraph (a) 2. the words "and communication" should be inserted after the word "signal" in line one.

IV

In Reply to paragraph V of Respondent Railroads' Answer alleges that the ditch-rider road will not be carried under these structures and therefore is not a part of Applicant's Application.

JLS:ja
6-1-67

V

With reference to paragraph VI of Respondent Railroads' Answer, it is not the intention of Applicant to change the contour of the ground line adjacent to the railroad right of way, with the exception of excavation for the footings of the bents. The tops of the footings of Bents 4 and 5 will be more than 3-feet 6-inches below base of low rail of the existing track.

WHEREFORE, Applicant prays for entry of an order in accordance with said Application, Answer and Reply and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 1st day of June, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 1st day of June, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

Jack L. Sollis
Utilities & Railroad Attorney

RECEIVED
JUN 1 - 1967
FORM E-30X—SOM—7-66

SP*23657-734

I-80N-5(28)187
7087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1967

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Att.: Mr. Jack Sollis

SUBJECT: SXF-392 Our Pux 63¼
Umatilla R. Br. Widening EB
Umatilla R. Br. O'xings WB
Union Pacific Railroad Co.
Umatilla County
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Hwy.
Brs. Nos. 5209 and 5209A

We have reviewed the Answer of the Union Pacific Railroad Company to the subject PUC application and find that they were correct in Paragraphs II, III and concede Paragraph IV, although it was our intention that signal lines referred to all communication lines. With reference to the location of the ditch rider road in Paragraph V, our plan is to construct the ditch rider road around and over the freeway as indicated on the attached Dwg. 22727 and therefore, would not be a part of this application.

The reference in Paragraph VI regarding the excavation for construction of an additional future track east of the main track: During the construction of these overcrossings, it is not our intention to change the contour of the ground line adjacent to the railroad right of way with the exception of excavation for the footings of the bents. Excavation for the future east track would be nearly the same as before construction. In regard to the footings adjacent to the tracks, it is our intention as indicated on the exhibits, to keep the top of the footings of the bents well below the 3'6" which is the minimum distance from the base of low rail to top of footing.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

[illegible] EDWARDS

TCR:mb
cc: Tom Edwards
T. W. Litchfield

RECEIVED
MAY 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1967
FOR FILING
I-80N-5(28)127
7087

May 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Umatilla River Bridge, Westbound
Stanfield Jct.-Pendleton Section
Old Oregon Trail Highway
Umatilla County
Bridge No. 5209A
Oregon Project I-80N-5(1)147

Your File: 08-35.6

Dear Sir:

In your letter of April 19, containing approval of the preliminary plan for the subject structure, you requested an estimate of the additional cost occasioned by the use of the recessed cross beams.

It is estimated that this feature of the proposed design will require an additional 185 cubic yards of concrete, which we estimate will increase the structure cost by $14,000, or approximately 4 percent over a more conventional framing system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

WJH:mb/TE:ja

Form CD-121 (11-63) (Prev. by A.O. 206-10).

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregion Project I-80N-5(1)147
Umatilla River Bridges
Preliminary Plans

Preliminary plans consisting of Drawings 22727, 22842 and 21491 submitted with Mr. Merchants letter of March 21 are approved.

We note with interest your proposal to use recessed cross beams for the westbound structure. This type of construction should have considerable aesthetic value especially at certain locations and should also alleviate some vertical clearance problems. While there is no clearance problem at this site and aesthetic considerations are not very important, we realize that the proposed right-angle structure does lend itself to this treatment. We therefore consider that the extra cost involved here is warranted in order to permit an early evaluation of this feature and extend its use to other structures where it may be more beneficial. We would appreciate receiving a comparative estimate of cost for this type of construction.

RECEIVED
[illegible]
BRIDGE DIVISION
APR [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 25 1967
FUNDING

I-80N-5(28)187
7687

Umatilla River Br. - West Bound

5-15-67

Est of increased cost due to the use of the recessed cross beam

1. False bents to support longitudinal prestressed beams in place
   6 Bts. @ $2000 = $16,000
2. Additional concrete, Class A, 4000 psi
   187 Yd.³ @ 40.00 = $7480
3. Special end treatment, prest. bms.
   40 Only 50.00 = $2000

$25,480
+20% Eng'g 5,120
$30,600 Say $31,000

NOTED
TOM EDWARDS

RECEIVED
MAY 16 1967

I-80N-5(28)187
7087

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

4-56

NPWOP-NF

8 May 1967

State Highway Department
State of Oregon
ATTN: Mr. T. W. Litchfield
Utilities Liaison Engineer
Salem, Oregon 97310

NOTED
F. B. KLABOE

Gentlemen:

We have reviewed your drawings 2D and 9 which were resubmitted by your letter dated 26 April 1967.

Based on the information shown on the drawings, we have no objections to the proposed relocation of the Umatilla River at Pendleton, Oregon.

Sincerely yours,

Duane M. Downing

DUANE M. DOWNING
Chief, Operations Division

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGR

Copy ~~furnished~~:
City of Pendleton
Umatilla River Water Control
District No. 1

cc: Klaboe
Cox
Parson
Valentine

Routing
Morgan
Decker
Bond
Barton
Wood
Olson
Smith
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

RECEIVED
APR 21 1967

FOR FILING

Form CD-121 (11-65) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(28)187

TO 9087 Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 19, 1967

In reply refer to: 08-35.6

5587 FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregion Project ~~I-80N-5(1)147~~
Umatilla River Bridges
Preliminary Plans

Preliminary plans consisting of Drawings 22727, 22842 and 21491 submitted with Mr. Merchants letter of March 21 are approved.

We note with interest your proposal to use recessed cross beams for the westbound structure. This type of construction should have considerable aesthetic value especially at certain locations and should also alleviate some vertical clearance problems. While there is no clearance problem at this site and aesthetic considerations are not very important, we realize that the proposed right-angle structure does lend itself to this treatment. We therefore consider that the extra cost involved here is warranted in order to permit an early evaluation of this feature and extend its use to other structures where it may be more beneficial. We would appreciate receiving a comparative estimate of cost for this type of construction.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1967
FOR FILING
Form CD-121 (1-66) (Prcs. by A.O. 206-10)
I-80N-5(28)187
TO 1087
5582

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

UNITED STATES GOVERNMENT

Memorandum

477 Cottage Street NE.
Salem, Oregon 97301

~~TO~~ Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregion Project ~~I-80N-5(1)147~~
Umatilla River Bridges
Preliminary Plans

Preliminary plans consisting of Drawings 22727, 22842 and 21491 submitted with Mr. Merchants letter of March 21 are approved.

We note with interest your proposal to use recessed cross beams for the westbound structure. This type of construction should have considerable aesthetic value especially at certain locations and should also alleviate some vertical clearance problems. While there is no clearance problem at this site and aesthetic considerations are not very important, we realize that the proposed right-angle structure does lend itself to this treatment. We therefore consider that the extra cost involved here is warranted in order to permit an early evaluation of this feature and extend its use to other structures where it may be more beneficial. We would appreciate receiving a comparative estimate of cost for this type of construction.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 23 1967
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. STADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(28)187
7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Old Oregon Trail Highway
Stanfield Jct.-Pendleton Sec.
Umatilla River Bridges
Brs. Nos. 5209A, 5209B

Gentlemen:

Transmitted herewith, are two prints each of Dwgs. Nos. 22727, 22842 and 21491 which are the plan and elevation drawing for each structure and the vicinity map for both. Roadway widths are in conformance with the most recent standards for interstate highway structures.

The type selection for the Westbound structure was governed by the fact that the existing Eastbound structure is a series of reinforced concrete spans. Precast prestressed concrete beam spans were selected with the time for construction being a main deciding factor. It is planned to construct the Westbound structure concurrently with the substructure on the Eastbound structure. Upon completion of this phase, traffic will be routed across the Westbound structure to allow completion of the Eastbound structure. It is planned to have both structures completed by June 30, 1968. This structure will have recessed cross beams which will be posttensioned for structural adequacy.

The existing bridge superstructure will be widened in kind and the bents will be added to as shown in Section A-A Dwg. No. 22842. It may be necessary to construct a collision wall between the columns at Bent 7 if some of the dike embankment is removed due to the construction of a ditch rider road.

Transmitted also herewith, are two copies of the foundation report for subject bridges.

NOTED
TOM EDWARDS

The estimated costs for the structures only are $444,000 based on a square foot cost for the Westbound structure and $270,000 based on estimated quantities for the widening of the Eastbound structure. Both estimates include a 20% allowance for engineering and contingencies.

Your early review and approval of our preliminary submission is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:mc
Enc.
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
MAR 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
HERMAN F. KRIDLER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 22 1967

FOR

I-84(1)-5(3)187

7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1967

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Fux 634 - Umatilla River Br. Widening
Eastbound and Umatilla River Br.
Westbound Overcrossings
OWRR & N. Co.; UPRR Co.
Umatilla County

Dear Sir:

Herewith I hand you original and 6 copies of Application of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Umatilla County, one copy for service upon the Hermiston Irrigation District, one copy for service upon the United States Bureau of Reclamation and 2 copies are for use by your office.

R. L. P.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ivan Merchant
T. W. Litchfield
Harold Reynoldson

RECEIVED
MAR 21 1967

JLS:ja
3-17-67

PUX 634

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing Overcrossing structure and construct a new Overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the "UMATILLA RIVER BRIDGE WIDENING EASTBOUND" and the "UMATILLA RIVER BRIDGE WESTBOUND" Overcrossings in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, Township 4 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon.	)	A P P L I C A T I O N No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and ORS 763.040.

III

That on the 21st day of April, 1941, Order No. 9030 was entered authorizing the construction of the existing structure which it is now proposed to widen.

IV

That it is proposed to make the existing highway 4 lanes and to widen the existing structure and construct an additional structure.

V

That for the proper service, safety and convenience of the traveling public, Applicant proposes to widen the existing structure and to construct an additional structure. Said construction necessitates the widening of the existing

structure from a 26-foot roadway to a 40-foot roadway and the construction of an additional structure with a 40-foot roadway, as shown on Oregon State Highway Department Drawing No. 22842, titled Umatilla River Bridge Widening Eastbound, Stanfield Jct.-Pendleton Sect., Old Oregon Trail Hwy., Umatilla County, dated February 15, 1967, Bridge No. 5209-B; Oregon State Highway Department Drawing No. 22727, titled Umatilla River Bridge Westbound, Stanfield Jct.-Pendleton Sect., Old Oregon Trail Hwy., Umatilla County, dated February 10, 1967, Bridge No. 5209-A; and Oregon State Highway Department Drawing No. 21491, titled Umatilla River Bridge, U.P. Railroad Overcrossing, dated October, 1963; said drawings by reference hereto are made a part hereof. The proposed construction constitutes the widening of an existing structure and the construction of an additional overcrossing structure. Since the railroad will not benefit from the crossing, no participation in the cost of said structures is requested from the railroad.

VI

That Overcrossings are the only practical means for constructing a separation of the state highway and railroad traffic.

VII

That upon completion, the estimated annual average traffic on the structures will be 2100 vehicles with an anticipated increase to 4700 vehicles per day in 20 years. That at the site of the proposed overcrossings the railroad movements are 6 passenger and 11 freight movements per day.

VIII

That the centerline of the roadway of the eastbound structure intersects the centerline of the main line of the railroad at Highway Station

JLS:ja
3-17-67

EB 1351+90.35 POT equals Railroad Station 69+19.57 POS with an intersecting angle of 63°54'30" tangent to tangent in the Southeast Quadrant. The centerline of the roadway of the westbound structure intersects the centerline of the main line of the railroad at Highway Station WB 1351+24.75 POT equals Railroad Station 70+65.02 POS with an intersecting angle of 62°29'46" tangent to tangent in the Southeast Quadrant. The eastbound or present highway structure will be widened on the northerly side by 5-feet and on the southerly side by 9-feet making a 40-foot clear roadway. Handrails will consist of concrete parapets with a single metal rail mounted thereon. The structure is 462-feet long consisting of eight reinforced concrete deck girder spans. It is located on an ascending grade to the east which varies from 4.4504% to 4.5590%. The minimum vertical and horizontal clearances will be in all instances equal to or greater than the present minimum clearances with the exception that during the construction of the widening, an impaired clearance of 21-feet 6-inches vertically and 8-feet 6-inches on both sides of the track horizontally will be necessary.

IX

That the centerline of roadway of the westbound structure will be located parallel and 130-feet from the centerline of roadway of the eastbound or present structure. This is a new structure with a 40-foot roadway and concrete parapet handrails. It is 577-feet long consisting of six prestressed concrete girder spans and a short abutment on each end. This structure is located on an

JLS:ja
3-17-67

ascending grade of 4.833% to the east. The minimum vertical and horizontal clearances will be equal to or exceed the clearances now provided by the present highway structure.

X

That the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee; the Hermiston Irrigation District; the United States Bureau of Reclamation, Regional Office, Region 1, Box 8008, Boise, Idaho 83707; and Umatilla County are the only parties affected by the proposed structures.

XI

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of October 15, 1966.

JLS:ja
3-17-67

(c) After completion of the construction of said project, maintain the overcrossing structures with their fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Remove its existing signal lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

XII

That the project is located in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 5, Township 4 North, Range 29 East, Willamette Meridian, Umatilla County, Oregon.

Dated at Salem, Oregon, this 20th day of March, 1967.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
Jack L. Sollis
Utilities & Railroad Attorney

JLS:ja
3-17-67

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 20th day of March, 1967.

JACK L. SOLLIS
Notary Public for Oregon
My commission expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
MAR 17 1967
FORM E-30X—50M—3-66 SP*23500-734
FOR FILING

I-5(22)167
7087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1967

To: Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Attention: Mr. Jack Sollis

SUBJECT: Umatilla River and UPRR O'xing
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 5209A and 5209B

In the process of bringing the present Old Oregon Trail Highway up to present Interstate standards, it becomes necessary to widen the present structure from a 26' roadway to that of 40' and to construct another bridge on the northerly side with the same width roadway. These two structures will cross the Umatilla River and the tracks of the OWR&N leased and operated by the UPRR.

Twelve prints each of Dwgs. Nos. 21491, 22842 and 22727, the vicinity map with profile and the plan and elevation drawings of the east and westbound structures, respectively, are attached for use as exhibits in our application for a PUC order.

The proposed structures are located in the SW¼ of the SE¼ of Section 5, Twp. 4 N., Range 29 E., W.M., Umatilla County, Oregon. The center line of the roadway of the eastbound structure intersects the center line of the main line of the railroad at Hwy. Sta. EB 1351+90.35 POT = Railroad Sta. 69+19.57 POS with an intersecting angle of 63°54'30" tangent to tangent in the southeast quadrant. The center line of the roadway of the westbound structure intersects the center line of the main line of the railroad at Hwy. Sta. WB 1351+24.75 POT = Railroad Sta. 70+65.02 POS with an intersecting angle of 62°29'45" tangent to tangent in the southeast quadrant. The eastbound or present highway structure will be widened on the northerly side by 5' and on the southerly side by 9' making a 40' clear roadway. Handrails will consist of concrete parapets with a single metal rail mounted thereon. The structure is 462' long consisting of eight reinforced concrete deck girder spans. It is located on an ascending grade to the east which varies from 4.4504% to 4.5590%. The minimum vertical and horizontal clearances will be in all instances, equal to or greater than the present minimum clearances with the exception that during the construction of the widening, an impaired clearance of 21'6" vertically and 8'6" on both sides of the track horizontally will be necessary.

The center line of roadway of the westbound structure will be located parallel and 130' from the center line of roadway of the eastbound or present structure. This is a new structure with a 40' roadway and concrete parapet handrails. It is 577' long consisting of six prestressed concrete girder spans and a short abutment on each end. This structure is located on an ascending grade of 4.833% to the east. The minimum vertical and horizontal clearances will be equal to or exceed the clearances now provided by the present highway structure.

The average daily traffic on the overcrossings is approximately 2,100 with an anticipated increase of 4,700 vehicles per day in twenty years.

The railroad movements at the site are six passenger and eleven freight, making a total of 17 train movements per day, seven days per week.

These overcrossings are to be constructed with Federal and State funds and since the railroad will not benefit from the construction of these structures, no participation in the cost is requested from them. Any necessary expense incurred by the railroad in connection with the construction of the project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State should do the following things: Prepare plans, estimates, award a contract and supervise construction. Upon completion of the project, the State will maintain the structure and all highway appurtenances. In this construction project, the railroad should furnish preliminary engineering, watchman and flagman services to protect its opera ions during construction and if necessary, remove and protect its signal and communication lines during the same period and replace in final location upon completion of construction and maintain the trackage at its own cost and expense.

Will you please prepare an application for an order permitting this construction

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

RECEIVED
MAR 17 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
Roseburg
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

FLOYD QUERY, SECRETARY
Salem

I-84(N)-5(28)147
7687

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

March 14, 1967

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon

Attention: Mr. W. G. Johnson
Superintendent

Subject: Umatilla River & UPRR O'xing
Stanfield Jct.-Pendleton Sec.
Old Oregon Trail Highway
Umatilla County
Brs. Nos. 5209A and 5209B

Gentlemen:

As you were informed in our letter of February 17, 1966, we are planning to bring the existing Old Oregon Trail Highway up to Interstate standards which will require us to replace the present two-lane highway with a four-lane facility.

To accomplish the above, it will be necessary to construct a new structure for westbound traffic over the railroad tracks as shown on our plan and elevation Dwg. No. 22727. This structure will have a 40' roadway with a concrete parapet-type railing with a single metal rail mounted thereon. This structure will be 577' long and consist of six prestressed concrete girder spans. The center line of the westbound lanes will intersect the center line of the railroad track at Hwy. Sta. WB 1351+24.75 PGT = Railroad Sta. 70+65.02 POS with an intersecting angle between tangents of 62°29'46" in the southeast quadrant. Both the vertical and horizontal clearances at the track will be equal to or greater than that which was provided for the present structure in PUC order 9030. In order to provide a 40' roadway on the eastbound lanes, we plan to widen the present structure 5' on the northerly side and 9' on the southerly side, the span lengths and vertical and horizontal clearances remaining the same as at the present time; however, during the period of construction, an impaired clearance of 21'6" vertically and 8'6" on each side of the center line of track horizontally will be necessary. Dwg. No. 22842 shows the plan and elevation for this widening.

At the present time, negotiations for easements and the railroad and highway agreements are under way through our Utilities Liaison Engineer.

The project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction. Upon its completion, the State will maintain the overcrossing structures and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period and if necessary, remove and protect your signal and communication lines during the same period and replace in final location upon completion of construction and maintain the roadbed and trackage at your own cost and expense.

We are attaching four prints each of Dwgs. Nos. 21491, 22842 and 22727 which are the vicinity map, plan and elevation of the east and westbound structures. These drawings will be used as exhibits in our application for a PUC order. After reviewing the attached prints, will you please return one print each with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
Jack Sollis
T. W. Litchfield

FORM E-123X 50M 7-66

RECEIVED
MAR 14 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80AI-5(28)187
7087

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 9, 1967

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

ATTENTION: Mr. Duane M. Downing
Chief, Operations Division

NOTED
F. B. KLABOE
NOTED
F. B. KLABOE

RE: Umatilla River Channel
Change Near Pendleton

Dear Sir:

We are enclosing with this letter one print each of Sheet No. 2D (depicting the cross-sectional elements of the Umatilla River channel change) and Sheet No. 9 (depicting the alignment of the channel change through the reach affecting your dike). We have shown, in red, the revisions that were made as a result of recommendations outlined in your letter of February 9 to the City of Pendleton. The following comments are pertinent to these revisions:

1. The "Rock-SlopeProtection" designation has been changed to "Loose Riprap" having a gradation conforming to Article 415-2.1(b)(6), our Standard Specification, a copy of which is attached.

2. The "Special Riprap" to be used at the outlet of our channel change where the river flow will impinge upon your dike will coincide with your Class II Riprap specification with the upper limit being set at 1,000 pounds.

3. Extension of the riprap toe below the stream bed will be homogeneous with the class of riprap being used along the slope.

It is felt that the nature of our embankments will preclude the use of a riprap bedding along the slope; however, if you require this bedding, what is your specification regarding gradation of such. In addition, would a deviation downward from the normal thickness of 12 inches be allowed. This must be known in order for us to make proper provision for it on the plans.

To clarify the motives behind the use of groins through the channel change, their use is not intended to provide protection against undermining erosion. The groins, in this instance, are being used at the request of the Oregon Fish Commission as an aid to migrating fish.

We would like your approval of these revisions with pertinent comments, if any, prior to our placing them on the final plans. It is pointed out that this Interstate project is scheduled for construction early this summer; therefore, it is imperative that an early approval be secured. Should any question arise concerning these revisions, please feel free to contact us.

Very truly yours,

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

WHT:fp

Enc.

cc City of Pendleton
bc F. B. Klaboe
W. H. Tebeau

RECEIVED
JAN 10 1967
STATE HIGHWAY ENGINEER

Form DO-121
(11-65)
(Prev. by
A.O. 20[illegible]10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5(28)187

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Tom Edwards
7087

DATE: January 10, 1967

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Division Bridge Engineer

SUBJECT: Oregon Project ~~I-80N-5(4)204~~
Preliminary Plans for the Umatilla River Bridges at Pendleton

We have received your letter of January 6 setting forth your reasons for the proposed geometry of the river channel improvement in the vicinity of the bridge crossing.

In view of your comments we approve the preliminary plans as submitted.

REFERRED TO
Edwards - Merchant - Morgan
State Hwy. Engr.
1-12-67

NOTED
L.R.K.

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 6 - 1967

I-80N-5(28)187

7087

January 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-5(4)204
Preliminary Plans for
Umatilla River Bridges
at Pendleton

Your File 08-35.7

Dear Sir:

Your memorandum dated December 22 approved the preliminary plans submitted on November 18, subject to our consideration of a minor change on the left bank of the Umatilla River at the bridge sites.

As indicated on the plans sent you previously, a channel improvement is being made through the crossing area. This channel improvement transitions from a 160-foot bottom width with 4:1 side slopes to a 200-foot bottom width with 2:1 side slopes, with the transition occuring in the general area of the bridge sites. Also, as indicated, the channel improvement changes the direction of flow through approximately 75° of central angle by a long sweeping curve. Any change in the location of the channel improvement to the west would require an increased skew angle for the bents of the twin structures and a complete redesign. This, the State is reluctant to do as it can see no appreciable benefit to the change in channel alignment. If the channel is moved to the west with no change in the structure, a "pocketing" effect for drift could develop between the left bank and the first interior bent.

Because of the great difference in volume of flow between the Umatilla River and Tutuilla Creek and the

very unlikely occurrence of having high waters occur both at the same time due to natural flow characteristics, it is not believed that turbulence at the mouth of Tutuilla Creek will be of any major consequence.

For the above-mentioned reasons, the State proposes to continue with the plans as sent you previously.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

IDM:mb ja

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: December 22, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ~~I-80N-5(4)204~~
Preliminary Plans for Umatilla River Bridges at Pendleton

The preliminary plans submitted with your letter of October 13 and supplemented on November 18 are approved subject to your consideration of the following.

It appears that the geometry of the river channel improvement could be modified somewhat to improve the flow characteristics and reduce turbulence where Tutuilla Creek flows into the Umatilla River. It appears that the bend in the river channel could be made less severe by shifting the channel at the bridge site somewhat to the west. This would tend to direct the river flow downstream and away from the creek entrance and thus reduce the degree of impingement on the left (east) bank of the channel improvement downstream from the bridges. Such a revision should also permit some shortening of the east end of the eastbound bridge.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 23 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Brook

[redacted] S. W. Morrison
[redacted] Oregon

Mr. H. D. [redacted] Engineer — ber 19.
Portland, [redacted]

08-[redacted]

. B. [redacted] ...ge Engineer
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RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 22 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
IVAN D. MERCHANT

RECEIVED
DEC 30 1966
FOR FILING

I-80N-5(28)187
7087

December 29, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Channel Change on Umatilla River
Pendleton Section, Old Oregon Trail
Highway, Umatilla County

The Oregon State Highway Department is preparing plans to construct a four-lane highway facility near Pendleton, Oregon, which involves a channel change of the Umatilla River. In our investigation of property ownerships, it was found that the Corps of Engineers with the City of Pendleton had an interest in this section of the Umatilla River.

Enclosed you will find three copies of the Pendleton Section plan sheets 1, 2D, 8, 9 and 10 covering the alignment of the channel change, grades and a typical section. Also enclosed are three copies of a part of the right-of-way map covering the area involved.

The easement deeds covering the existing channel work are from J. French, D. Doherty, Harris Pine Mills and the State of Oregon, and are to the City of Pendleton. Your Real Estate, Pendleton Levees, Drawing No. WW-RE-175 dated January 15, 1958, has been made a part of the Deed Records of Umatilla County.

The drawings enclosed are being sent to you for your information and review. Your concurrence or comments on this matter are desired at your early convenience so that we may proceed with our contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DEK:fp srb

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Enc. B. Morgan - A. F. Parson

RECEIVED
NOV 18 1966

FOR FILE
I-80N-5(28)187
7087

November 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-5(4)204
Preliminary Plans for Umatilla
River Bridges at Pendleton
Bridges No. 9521 and 9521A

Your File: 08-35.6

Dear Sir:

Your memo dated October 28 requested a hydraulic report and any other information available to substantiate the structural lengths on the proposed crossings of the Umatilla River. I am enclosing three copies of a hydraulic report prepared by the Construction Division, three copies of a letter dated June 28, 1955 from the Corps of Engineers, and three prints each of Sheets No. 2C and 10 of the grading plans covering this area.

The hydraulic report enclosed indicates a design discharge at the proposed bridge of 22,000 c.f.s. The report also indicates discharges in the Umatilla River on various occasions. I would call your attention to the letter dated June 28 from the Corps of Engineers over the signature of Mr. E. C. Franzen in which mention is made that the design project flood for the Umatilla River through the city of Pendleton is 28,000 c.f.s.

The existing US30 bridge over the Umatilla River consists of five spans of 50-foot, 70-foot, 90-foot, 70-foot and 50-foot continuous concrete girders. This structure was built about 1935 and experience has shown that it is inadequate during extreme flood periods. The

Corps of Engineers has deepened the channel through this structure to provide additional waterway; however, during the December, 1964 and January, 1965 floods, the structure was barely able to pass the flood and resulted in a considerable buildup of backwater and drift upstream. The existing structure as mentioned above, is 330 feet and on approximately a 45-degree skew, which would indicate a waterway perpendicular to the thread of the river of about 230 feet.

Referring to Sheet No. 10 and Sheet No. 2C enclosed, a channel change is indicated. Rather than calling this a channel change, it should be a channel improvement. The cross section is indicated on Drawing No. 2C which shows 160 feet across the bottom and 4:1 side slopes. This drawing is incomplete at this time as it does not indicate the variation in bottom width between Stations 1317 and 1326 immediately upstream from the proposed bridges, and that the left (east) bank upstream from Tutuilla Creek, will be reinforced with rock on a 2:1 slope. Immediately upstream from the proposed bridges, the bottom width is indicated as about 200 feet to fit the existing channel. It is not believed that the width of the channel throughout the structure area is excessive to accommodate a flood on the order of 22,000 c.f.s. The west end of the eastbound structure has been determined such that a 2:1 embankment slope can be superimposed above the channel change rock slope protection.

The State believes the length of spans as submitted on the preliminary layout are necessary to span a reasonable channel improvement at the bridge site and to provide for drift clearance of approximately four feet, which height is available for floods in excess of the 50-year frequency designed into the channel improvement.

Your concurrence in the span arrangements as submitted is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

IDM:mb ja

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

Re: Pendleton Airport Jct.-Mission Jct.
Umatilla River Crossing
F.A.I.-80N

Mr. Ivan D. Merchant
Bridge Engineer
B U I L D I N G

Attention: Mr. L. L. Wallace

The following data is presented for use in the design of the crossing of the Umatilla River in Pendleton: Design discharge through the proposed bridge is 22,000 c.f.s. which is estimated to flow at a depth of 10 feet with a probable velocity of 9 feet per second (channel bottom width assumed at 220 feet with 2:1 side slopes); because of the proximity of Tutuilla Creek, this 22,000 c.f.s. includes 3,000 c.f.s. discharge for this creek. These discharges are estimated to be slightly in excess of a 50-year return frequency.

As a matter of interest, the following tabulation is made regarding maximum discharges on Umatilla River (U.S.G.S. gauge on bridge pier of S.W. 8th Street bridge at Pendleton):

December 14, 1882	17,000 c.f.s.
December 23, 1964	13,800 c.f.s.
January 30, 1965	15,500 c.f.s.

The gauge from which these readings were taken is located approximately 2 miles upstream from the proposed bridge site and because of this, discharges at the bridge site would be greater than the readings above; therefore we would assume 19,000 c.f.s. just upstream from the bridge site and 22,000 c.f.s. just downstream from the bridge site (3,000 c.f.s. introduced from Tutuilla Creek. The relationship of the mouth of Tutuilla Creek

to the structure dictated the use of 22,000 c.f.s. through the structure itself in an attempt to alleviate any adverse hydraulic characteristics from Tutuilla Creek. Topography of the vicinity would indicate that this effect had been quite pronounced.

Please feel free to call on us should any further information is desired.

W. H. Tebeau
Preliminary Studies Engineer

wht
11.14.66

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Tom Edwards

DATE: October 28, 1966

In reply refer to: 08-35.6

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(4)204
Preliminary plans for Umatilla River Bridge at Pendleton

The preliminary plans submitted with your letter of October 13, 1966 are being reviewed. The type of structure proposed is considered satisfactory; however, we question the overall length of the crossing and the capacity of the channel change. The channel appears to have a greater capacity than the present river bed. We request that you furnish us a hydraulic report and any other information that will permit us to evaluate the channel change capacity and length of structure.

Approval of the proposed bridge width including full shoulders must await the favorable ballot by AASHO on this matter.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 1 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

11-1-66

CC Johnson
11-2-66

Copy
Mentioned
Get Info from
Tebeau

RECEIVED
NOV 1 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

✓ 217-22[illegible]
X Flood Control
✓

NPWGW

28 June 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Reference is made to letter from this office dated 18 April 1955 which advised you of our current definite design studies for the Pendleton Levees flood control project. Reference is also made to your reply of 20 April in which you indicated the State Highway Department's interest in cooperating with this office to the extent possible in the planning of such works.

In considering the hydraulic problem at the U. S. Highway No. 30 bridge over Umatilla River in Pendleton and the Union Pacific Railroad bridge immediately downstream, this office is confronted with a problem of considerable complications as the improved channel is to be designed to carry a standard project flood of 28,000 cfs and is presently constricted by both structures. The physical location of these two structures, the limited waterway clearance of the highway bridge with its deep, haunched beams, and the heavy outcropping of rock a short distance upstream, tend to permit only a limited amount of channel realignment.

Studies of the situation are being made which include consideration of (1) channel excavation only, (2) extending the highway bridge to the west, and (3) raising the highway bridge to provide adequate passageway for the flood flows. Lowering of the channel would be extremely costly because excavation would be mostly in solid rock and would be of considerable length to provide a downstream gradient. Extending the existing structure, as was given consideration under the original studies prior to project authorization, appears to be a more practicable solution of the problem depending on costs. Under this plan, it would be necessary to add one 50-foot span to the west end of the existing structure. This would permit a relatively favorable realignment of the primary river channel through the railroad and highway bridges and around the sharp bend in the river at that point. Raising the existing bridge to provide

adequate clearance would probably be the most satisfactory method of providing for the channel design flow as raising of the structure above flood stage would eliminate hazards due to the possible pile-up of trash or debris. Either of the latter methods will require excavation of the channel approximately to bed rock throughout a reach from below the railroad bridge to a considerable distance above the highway bridge.

Of the plans of improvement mentioned in the foregoing paragraph, that involving the least total cost would of course be preferable if effectiveness of all were equal. Your advice is accordingly requested as to the approximate costs of lengthening the existing highway bridge by 50 feet or, alternatively, of raising it four feet. In the event either of these proposals were adopted, costs thereof, under terms of authorization of the flood control project, would be borne by local interests, i.e. the City of Pendleton with such assistance as your department may be able to render them. If, however, your department has any plans for highway alterations west of Pendleton which would result in replacement of your existing bridge, adequate waterway could probably be incorporated in the new structure without local cost. We are, therefore, interested in your future plans for the bridge and probable date of its replacement. In this regard, I wish to inform you that Federal funds for construction of the levee project are not presently budgeted for Fiscal Year 1956; however, it may be possible that such funds would be made available in Fiscal Year 1957 and, in that event, preparation of plans and specifications would be initiated immediately thereafter.

Your early reply to the questions posed in this letter would expedite studies now under way and will be sincerely appreciated. If desired, a representative of this office could meet with your engineers in Pendleton to discuss any problems not fully covered herein.

Sincerely yours,

E. C. FRANZEN
Chief, Engineering Division

RECEIVED
OCT 13 1966
FOR FILING
I-80N-5(28)187
7087

October 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Umatilla River Bridges
Pendleton Airport Junction-
Mission Interchange Section
Old Oregon Trail Highway
Umatilla County
Bridges No. 9521 and 9521-A

Dear Sir:

Enclosed herewith are five prints each of the preliminary plan and elevation Drawing No. 22561, foundation data sheet Drawing No. 22562 and vicinity map Drawing No. 21177 for the subject structures.

The length of structures and alignment of the channel change were chosen to achieve the desired hydraulic characteristics considering the flow capacity of the channel and the influence of the direction change of the Umatilla River and the outflow pattern of Tutuilla Creek.

Prestressed beam superstructure was selected to give the desired span arrangement at minimum cost, steel or concrete box girder superstructure being more costly and concrete T-beam girders requiring more river piers. Use of both AASHO type and Bulb-Tee type prestressed beams are being considered. The selection will be made on an economic basis.

For the foundation type, a solid wall pier was selected, as a column bent would have a cross beam that would extend within a few feet of the streambed, causing possibly worse conditions than the solid wall. The skew angles of the bents were established to give the best hydraulic characteristics.

The roadway widths, railing, et cetera, were established in accordance with present standards.

The foundation information indicates the use of steel pile and bents and spread footing river piers.

The total estimated cost for the two structures is $770,000, which includes 20 percent for engineering and contingencies.

These prints are being sent to you as a preliminary submission for your approval. Please give them your earliest consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant
L. H. Young
C. H. Maison

LLW:mb ja

RECEIVED
SEP 23 1966

FORM [illegible] SP*23401-734

I-80N-5(28)
187
7087

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1966

SUBJECT: Umatilla River Crossing
FAI-80N near Pendleton
Stations 1316 - 1326

To:

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

Following our conversation of September 12 in which it was indicated that structures 200 feet longer than those proposed would be desirable for the Umatilla River crossing, I have undertaken a more concentrated analysis of the crossing which revises the previous thinking of the 200 feet to the following recommendations:

1. The westbound structure should be made about 110 feet longer than the proposed making it a total length of 450 feet more or less.

2. The eastbound structure should be made about 130 feet longer making it a total length of 560 feet more or less.

3. The dike on the north bank of the Umatilla River should be extended through the structures and around on the fill slope to alleviate any erosion problems which may occur during a high runoff from Tutuilla Creek.

4. The suggested channel change limits on the south bank of the Umatilla River would provide a change in the outflow pattern of Tutuilla Creek which should further alleviate adverse flow characteristics during its high runoff.

The analysis revealed that the structures, as originally proposed, would have been adequate except for the reduced drift clearance at design flow. The longer lengths proposed would serve to reduce the backwater effect which would, in turn, allow for a tolerable drift clearance at design flow.

The Bridge Division has been informed of these recommendations and it is presumed that the design of the structures is being revised to conform with them.

I have attached a copy of the vicinity map depicting the proposals outlined above.

RECEIVED
SEP 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:rw:fp
Attach.
cc D. J. Barbee
L. L. Wallace

copy sent 9-27-66

T. 2 N., R. 3 E., W.M.
Section 9

N

Nominal Comp. Thk in 2"

1 SI.

2:1 SI.

Cultivated

Fl. Elev 1015.35

22

24

32

Proposed W.B. ℄ S.66°13'30"E.

Common ℄

50'

50'

30" San. Sewer

Proposed

16

20' Dike

18

22

14

20

25

50

75

1320

MAP

Scale: 1" = 100'

I-000S(4) Exit Ramp Signing Proj., 1967
Col. R. Hwy.& Ore. Trail Hwy.
#7088 from Portland to Ontario(Sign.)

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
10-48		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
9		
Modification number	(PPM 21-7) 10-11-68	Project number
1		I-0003(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 25, 1967, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,769	$ 0.00
Federal funds	$ 13,500.00	$ 0.00
Other revisions		

This modification is made for the following reasons:

0003 Project split into individual projects corresponding to separate route sections as instructed in G.M.Williams' CM dated August 8, 1968.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of October, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. O. Klabon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

US COMM-DC 26364-P65

I-0008(4)

C

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO. 1-4	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-25-67	COUNTY Statewide
		PROJECT NO. I-0008(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Route I-80N Exit Ramps Signing Project on the Columbia River and Old Oregon Trail Highways

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-67	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,769	$ 13,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

Date executed by Division Engineer October 25, 1967

Oregon State Highway Department

Federal Aid
Project No. I-0003(4) Safety

ROUTE I-5ON EXIT RAMPS SIGNING PROJECT ON THE

COLUMBIA RIVER AND OLD OREGON TRAIL HIGHWAYS

Project agreement estimate.

Salem, Oregon, October 11, 1967

Type Code X002
Signing (MP 1.63 to MP 411.49)(Contract 7088)

Type "E" Signs in Place	2,300 sq.ft.	$ 3.15	$ 7,245.00
Thermoplastic Pavement Arrows	102 only	56.00	5,712.00
			$12,957.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 470.00
	Subtotal		$13,427.00
	10% Engr. & Cont.		1,342.00
	Total		$14,769.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

Oregon State Highway Department

Federal-Aid
Project No. I-0005(4)

ROUTE I-205 EXIT RAMPS SIGNING PROJECT ON THE
COLUMBIA RIVER AND OLD OREGON TRAIL HIGHWAYS

PS & E estimate.

Salem, Oregon, August 11, 1967

Type Code Y002
Signing (M.P. 1.63 to M.P. 411.49)

Type "E" Signs in Place	2,300 sq.ft.	$ 4.50	$10,350.00
Thermoplastic Pavement Arrows	102 only	90.00	9,180.00
			$19,530.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 470.00
		Subtotal	$20,000.00
		10% Engr. & Cont.	2,000.00
		Total	$22,000.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$20,200.00
State Funds -	1,800.00
Total	$22,000.00

UNITED STATES GOVERNMENT

AUG 27 1968

Memorandum

FOR FILE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 20, 1968

In reply refer to: 08-35-EC/710.17

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-[illegible]

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Highway Safety Improvement Projects

Our August 12 memorandum noted a determination was pending concerning the necessity to establish separate Interstate projects from Projects I-000S(1) & (4). It is necessary to split these projects in the manner prescribed by Mr. Williams' August 8 Circular Memorandum.

NOTED
F. B. KLADOE

8-27-68

REFERRED TO

By Asst. State Hwy. Engr

RECEIVED
AUG 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1968
FOR FILING

I-0005(4)

7088

July 18, 1968

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 7088 awarded to Lasm-Irving & Co. for the Route I-80N Exit Ramps Signing Project on the Columbia River Highway and Old Oregon Trail was completed on May 18, 1968, and accepted by the Highway Commission on July 17, 1968.

Final payment in the amount of $647.85 will be released to the contractor after July 25, 1968. The total contract amount is $12,140.60 including $39.28 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Lasm-Irving & Co.
135 E. Hereford Street
Gladstone, Oregon 97027

Ralph W. Fullerton Co.
901 S. E. Oak Street
Portland, Oregon 97214

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 18 1968
FOR FILING
I-1005(4)
7088

July 17, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 18, 1968, on Contract No. 7088. The contract was with Laan-Irving and Company and was for signing work on the Route I-80N Exit Ramps Signing Project on the Columbia River and Old Oregon Trail Highways in Oregon counties on I-80N.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 17, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
E. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. W. Rulien
A. E. Johnson
J. F. Putnam
A. F. Parson

srb fn

RECEIVED
AUG 9 - 1968
FOR FILING

I-0005(4)
7088

#6

July 10, 1968

Lean-Irving and Company
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission at its meeting on July 9 considered your request for an extension of time on Contract No. 7088 for exit ramp signing on the Old Oregon Trail and Columbia River Highways.

After careful consideration, the Commission extended the completion date to May 18, 1968.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A. F. Parson
James Gix
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: June 20, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-0008(4)
I-80N Exit Ramp Signing
Columbia River and Old Oregon Trail Highways
Request For Time Extension

Reference is made to your letter dated June 18, 1968 on the above subject.

We hereby concur in your recommendation that the completion date for this project be extended to May 18, 1968.

6-25-68

REFERRED TO

By Asst State Hgwy. Engr.

NOTED
F. R. KLABOE

RECEIVED
JUN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
I-80N Exit Ramp Signing
Columbia River and Old
Oregon Trail Highways
Contract 7088

We have received from Laam-Irving and Company, contractor on the subject contract, the attached request for an extension of the specified completion date from December 30, 1967, to May 20, 1968. The contractor's request is based on a stop work order.

The contractor was ordered to stop all work on December 14, 1967, when the ambient temperature dropped below what had been specified for application of the thermoplastic pavement arrows. This was a seasonal shutdown because expected winter temperatures prevent performance of the required work in an acceptable manner. At that time 16 calendar days remained before the specified completion date.

A resume work order was issued May 13, 1968, and the contractor completed all work on the project on May 18. The work done after the resume work order required only 6 days and an extension for all of the stop work time is justified.

We recommend that the specified completion date be extended to May 18, 1968, which will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Assistant Area Engineer who agrees that our reason for granting an extension is valid and will recommend concurrence.

Rough drafts of letters to the BPR and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUN 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1968
FOR FILING
I-005(4)
7088

June 26, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
July 9, 1968 meeting

Gentlemen:

Lasm-Irving and Company, contractor on the I-80N exit ramp signing project on the Columbia River and Old Oregon Trail Highways, Contract No. 7088, requests an extension of the specified completion date from December 30, 1967, to May 20, 1968. The contractor's request is based on a stop work period.

Because winter temperatures prevented performance of the required pavement delineation work in an acceptable manner, the contractor was ordered to stop work on December 14, 1967. A resume work order was issued May 13, 1968. The contractor completed all of the work on the project on May 18. When the stop work order was issued 16 calendar days remained of the original specified time and the work performed after the resume work order required only six days. An extension for all of the stop work time is justified.

I recommend that the specified completion date be advanced to May 18, 1968. This will eliminate all liquidated damages.

This is a Federal Aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 9 meeting.

Enc.

Very truly yours,

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

Forrest Cooper
State Highway Engineer

DES:nn jko

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7088 Contractor Laam-Irving Co.

Highway Columbia River and Old Oregon Trail

Section Route I-80-N Exit Ramp Signing

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The contractor was ordered to suspend work on December 14, 1967, because ambient temperature was below that specified and the weather was unsuitable for the application of thermoplastic pavement arrows. Over the entire length of the project only a few random days over scattered areas were suitable for installation after November 4th. Work was ordered resumed on May 13, 1968, when weather improved and average temperature increased.

Recommended for Approval:

James J. Sipe
Acting Division Engineer

Richard A. Bird
for Construction Engineer or ~~Bridge~~ Engineer

J. H. Labbe
Assistant State Highway Engineer

Contract No. 7088

Project designation I-000 S(4)
State-Federal

Date awarded October 2, 1967

Work started December 8, 1967

Per cent completed 100% May 18, 1968
Date

Specified Completion Date: Dec. 30, 1967

Request Extension to: May 18, 1968

SP 6256-731

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 28, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Dec. 30, 1967 ~~xxxx~~ to May 20, 1968 ~~xxxx~~, within which to complete our Contract No. 7088, without the assessment of liquidated damages. The said contract is described as follows: Route I-80N Exit Ramps - Signing Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Contract specified completion date Dec. 30, 1967. Work was suspended Dec. 14, 1967 by the Resident Engineer to await more favorable weather for application of pavement marking arrows. At that time 17 calendar days were remaining for completion of the work, more than ample time. On May 12, 1968, work was ordered resumed and the contract was completed May 20, 1968. Therefore, it is requested the specified completion date be extended to May 20, 1968.

Respectfully submitted,

LAAM - IRVING & COMPANY
Contractor

By James B. Irving
President

CONSENT OF SURETY

Date JUNE 3, 1968

We, GLENS FALLS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edith Dunn
EDITH DUNN Attorney-~~XXXX~~

(SEAL)

Resident Agent

RECEIVED
JUN 18 1968

I-0005(4)
7088

June 18, 1968

Mr. R. K. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

Re: Request for Time Extension, I-80N Exit Ramp Signing, Columbia River and Old Oregon Trail Highways, Project No. I-000 5(4)

We have received from Lamm-Irving Company, contractor on this project, a request for an extension of the specified completion date from December 30, 1967, to May 20, 1968. The contractor's request is based on a stop work order.

The contractor was ordered to stop all work on December 14, 1967, when the ambient temperature dropped below what had been specified for application of the thermoplastic pavement arrows. This was a seasonal shutdown because expected winter temperatures prevent performance of the required work in an acceptable manner. At that time, 16 calendar days remained before the specified completion date.

A resume work order was issued May 13, 1968, and the contractor completed all work on the project on May 18. The work done after the resume work order required only six days and an extension for all the stop work time is justified.

It is our recommendation that the completion date for this project be extended to May 18, 1968, and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
J. J. Gix

DES:nn srb

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, Chairman, Medford
FRED W. HILD, Secretary, Helix
Thaddeus Bruno, Member
Portland

RECEIVED
JUN 20 1968

I. COOS(4)
1977

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 7088
Prefix 626-1088
FAP I-0003(4)

Dear Sir:

All work under Contract No. 7088, Route I-80N Exit Ramps Signing Project on the Columbia River and Old Oregon Trail Highways in Oregon Counties on I-80N, was completed on May 18, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date 6-17-68

Conditions noted on above date:

Recommend acceptance.

R. E. Simpson
Division Engineer

RECEIVED
JUN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

to: Forrest Cooper
L. H. Young

RECEIVED
MAY 31 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

I-11-2(4)
7268

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 27, 1968

In reply refer to: 08-35.DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Rte. I-80N Exit Ramp Signing
Columbia River & Oregon Trail
Order for State Force Work #1 - Supplement #1
Total estimated amount of the Order: $285.00
Federal participation: $256.50

Reference is made to your letter dated May 22, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

RECEIVED
Contingent upon modification of project agreement if additional funds are required.
OCT 11 1967
Date _____ By _____
G-I-P Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 1 Supplement #1

Project Name Rte. I-80N Exit Ramp Signing Date May 10, 1968

Highway Columbia River & Oregon Trail Contract No. 7088 F. A. Project No. I-000S(4)

County Multnomah, Hood River, Etc. Prefix 626-1088 Account No. 276-01

Description of Work To Be Done:

Raise, relocate, and otherwise adjust certain "DO NOT ENTER" and "WRONG WAY" signs additional to those indicated on State Force Order No. 1.

Location by Station Numbers:

Over entire length of project at the following interchanges:
82nd Ave., Fairview, Warrendale, Seneca-Fouts Park, Hilgrade, and Benson Creek.

Estimate of Quantities and Costs:

1 new sign - "Do Not Enter"
3 new and longer sign posts

Labor	$ 120
Material	140
Equip. Rental	25
	$ 285

Explanation:

This work is required to improve operation of the "WRONG WAY" signs as determined by their inspection after installation. Signs to be moved require more vertical clearance and better positioning for clarity and positive indications.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $15,476.62
Present estimate of project cost, including
$ 285.00 for work under this order $15,476.62
Expected under-run / over-run (amount) . . . . . $
Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. K. Adams, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or [redacted]

Approval Recommended: /s/ James J. Gix, Acting Division Engineer

Approved: /s/ L. H. Young, [redacted] Office Engineer.

State Printing

I-(1)(6)S(4)

FORM E-7 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Entire Length of I-80N Freeway		WEEK ENDING: May 11, 1968
		SECTION PREFIX: 626-1088
HIGHWAY: Col.Rive &Old Ore. Trail		COUNTY: Multnomah
NAME OF JOB: Rt. I-80N Exit Ramp Signing	KIND OF WORK: Signing and Thermoplastic Arrow Installation	
CONTRACTOR: Laam-Irving Co.	CONTRACT NUMBER: 7088 I - 000S (4)	FEDERAL AID PROJECT NUMBER
DATE OF CONTRACT: Oct. 2, 1967	DATE WORK STARTED: Dec. 11, 1967	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $15,476.62	SPECIFIED COMPLETION DATE: Dec. 30, 1967	PERCENT OF TIME ELAPSED: 84%
EXCLUSIVE OF ENGINEERING: $14,376.06	ENGINEERING AUTHORIZATION: $1,1100.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,480.00	ENGINEERING COST TO DATE: $1,110.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 100.93%	DATE PROJECT WAS COMPLETED: 5-10-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Cloudy w/Showers			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing

Morgan M
Decker
Bond B
Barbee
Walker
Glenn
Swan

Peace E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 13 1968
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor began installing arrows at Holladay ramps at 11:00 A. M. Installed arrows at 4th, 6th, and 12th Ave. under price agreement no. 3.
TUESDAY	Contractor finished installing arrows at 12th and on 6th under price agreement no. 3. Installed arrows on 57th Avenue off-ramp and continued east to Second Street Interchange at The Dalles. During the installation of arrows on 57th and 82nd, the operation was observed by Lyle Renz of the BPR.
WEDNESDAY	Began installing arrows at Brewery Grade Interchange and continued east through the Stanfield Rest Area. Contractor had trouble with his equipment used to remove arrows. However, this was overcome and the arrows were removed as required.
THURSDAY	Began installing arrows at West La Grande and completed installation of arrows at Idaho Avenue Interchange. Re-installed "WRONG WAY" signs at North Ontario Interchange, at Idaho Avenue Interchange and at Benson Creek Interchange.
FRIDAY	Installed arrows at three interchanges, Encino, Blalock, and West The Dalles.
SATURDAY	

REMARKS

Except for delivery of extra signs to the Banfield Maintenance Station, the project was completed on Friday, May 10, 1968.

SIGNED [signature] LOCATION [signature]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 1 - 1968

UNITED STATES GOVERNMENT

FOR Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

I-0005(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 29, 1968

In reply refer to: 08-35-DA-4

7088

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon FAP I-405-8(19)301
Columbia River & Old Oregon Trail
State Force Order No. 2
Total estimated amount of the Order: $490.00
Federal participation: $441.00

NOTED
F. B. KLABOE

Reference is made to your letter dated January 22, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

1-31-68

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-109—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project [illegible] if additional funds are [illegible]
Date JAN 19 1968 [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Route I-80N Exit Ramp Signing Date January 15 19 68

Highway Columbia River & Old Oregon Trail Contract No. 7088 F. A. Project No. I-405-8(19)301 I-000S(4)

County Multnomah et al Prefix 626-1088 Account No. 276-02

Description of Work To Be Done:

Install WRONG WAY signs below existing DO NOT ENTER signs at freeway exit ramp terminals, and make necessary adjustments to DO NOT ENTER signs to accommodate the WRONG WAY signs.

Location by Station Numbers:

On Stadium Freeway from 4th Ave. exit ramp to and including 12th Avenue exit ramp.

Estimate of Quantities and Costs:

35 sq.ft. Type C (DO NOT ENTER) signs
74.3 sq.ft. Type E (WRONG WAY) signs
3 6"x6"x20' wood posts

Material	$340.00
Labor	125.00
Equipment Rental	25.00
	$490.00

Explanation:

The above work, outside the normal limits of the contract, has been agreed upon by the Bureau of Public Roads. The work is to be done by State Forces because installation of sign on variety of existing metal sign supports and installation of supports is not covered by specifications. Contractor not equipped to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$15,476.62
Present estimate of project cost, including $490.00 for work under this order	$15,476.62
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. R. Adams Acting Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ James J. Gix Acting Division Engineer

Approved: /s/ L. H. Young [illegible]

FORM PR-33a(1)
(REV. 9-63)

cc: OSHD (Klaboe)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

JAN 9 1968

INITIAL INSPECTION REPORT

I-1005(4)

gyh

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	*	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-13-67	L. P. Renz, Asst Area Engr	I-000S(4)

IN COMPANY WITH
D. R. Adamas, Resident Engineer

LOCATION OF IMPROVEMENT
Interstate Route 80N - Portland to the Idaho State Line

CONTRACTOR NAME AND ADDRESS
Ladm-Irving & Co., Gladstone, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
10-2-67	$12,957.00	Spec. Completion 12-30-67	10-2-67	12-11-67

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO
Satisfactory	Unsatisfactory	80 %	50 %	%

ROADBED (*Width* _____ *Feet 0. to 0. of shoulders*)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Signing	Y002							

REMARKS *Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Baker and Malheur

ROUTE I-80N EXIT RAMPS
PORTLAND TO IDAHO STATE LINE
Signing

RECEIVED
JAN 10 1968

1. WORK COMPLETED:

Installation of Type E signs 90% Complete

Installation of Type E red Wrong Way signs has been completed, except for a few signs in eastern Oregon, which were scheduled to be installed on the day following this inspection.

2. WORK IN PROGRESS:

The contractor was installing red Wrong Way signs in the Portland area and in eastern Oregon, with another crew.

(more)

Morgan 1-10-68

2-STATE HIGHWAY DEPARTMENT COPY

3. WORK INSPECTED:

The Type E red Wrong Way sign installations at the EB exit ramp to Halsey Street, Portland, were inspected and found to be in reasonably close conformity with the contract plans and specifications. Although the contractor had been working in the Portland area during the time of our inspection, we were unable to locate his crew until after they had completed the work in that area.

4. EXTRA WORK ORDERS, STATE FORCE ORDERS AND PRICE AGREEMENTS:

EWO #1 - State participation in flagging. Estimated amount $500. This order was approved at the time of PS&E.

SFO #1 - Raise, relocate, revise and otherwise adjust various Do Not Enter signs before contractor installs Wrong Way signs. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has trained men and specialized equipment to perform the work most economically. Total estimated amount of order is $900. This order has been submitted and approved.

PA #1 - Install additional Wrong Way signs and thermoplastic pavement arrows throughout the Cascade Locks - Mitchell Point Section of I-80N. This section was not included in the signing contract as there was an existing contract throughout that section that was not anticipated to be completed before the signing under this contract could be done. Estimated costs of order is $806. This order has been submitted and approved.

5. CONSTRUCTION SIGNING AND SAFETY:

Although the contractor's signing crew was not personally observed, the matter of construction signing and safety was discussed with the resident engineer. He assured that the vehicles used by the signing crews were equipped with flashing beacon and other flashing lights. He informed me that an inspector was accompanying each signing crew to ensure proper construction signing procedures as well as to ensure that specification products were being obtained.

6. OTHER COMMENTS AND RECOMMENDATIONS:

It is evident that this contract will not be completed by the specified completion date of 12-30-67. The portion of the contract that will not be completed is the installation of the

(more)

plastic pavement arrows. Weather conditions at this time of the year preclude the installation of these pavement arrows in accordance with the specifications pertaining to ambient temperature and dry pavement surface. It will undoubtedly be several months before weather conditions will be such that the arrows can be installed.

At the time of PS&E for this project it was the understanding between the Bureau and the State that the installation of Wrong Way signs and plastic pavement arrows on the Marquam Bridge - Montgomery Section of the Stadium Freeway in Portland would be combined with this project. It was further agreed that the plastic pavement arrows would be done by price agreement with the contractor on this project. The Type E Wrong Way signs would be installed by State forces on a State Force Order due to the fact that all of the sign installations will require adjustment of the existing sign post. Program action has been completed to provide funds for the price agreement and State force order; however, no further action has been taken. The resident engineer has been requested to initiate action on these two orders.

RECEIVED
OCT 23 1967
STATE HIGHWAY ENGINEER

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

I-000S(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

1088

DATE: October 23, 1967

In reply refer to: 08-35.3/DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon FAP I-000S(4)
I-80N Exit Ramp Signing
State Force Order No. 1
Total estimated amount of the Order: $900.00
Federal participation: $810.00

Reference is made to your letter dated October 18, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Yours w/enc. 10-25-67

RECEIVED
OCT 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—854

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

project [illegible] of additional funds are [illegible]

OCT 11 1967

Date 1 1967 [signature] Dist. Engineer

G-1P [illegible]

U.S. Bureau [illegible] Roads

Order No. 1

Project Name Route I-80N Exit Ramp Signing Date October 6, 1967

Highway Columbia River & Old Oregon Trail Contract No. 7088 F. A. Project No. I-000S(4)

County Multnomah, Hood River, et al Prefix 626-1088 Account No. 276-01

Description of Work To Be Done:

Raise, relocate, revise, and otherwise adjust and bring up to standard certain DO NOT ENTER signs before contractor installs WRONG WAY sign.

Work has not started.

Location by Station Numbers:

Entire length of project at following interchanges: 42nd Ave., 68th Ave., 102nd Ave., Fairview, Arata Rd., Corbett, Mosier, West The Dalles, 2nd St., Brewery Grade, Woelpern, Irrigon, Jamela, Glover, Hilgard, Olds Ferry, N. Ontario.

Estimate of Quantities and Costs:

10 Sign Posts	Labor	$400.00
9 New Signs	Material	400.00
	Equip. Rent	100.00
		$900.00

Explanation: Work to be done under this order is necessary to bring sub-standard DO NOT ENTER signs up to standard, to provide adequate vertical clearance to signs, to provide adequate viewing, and to avoid motorist confusion by poorly located WRONG WAY signs. Project authorization does provide for this type work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 15,476.62
Present estimate of project cost, including $ 900.00 for work under this order	$ 15,476.62
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. R. Adams
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or [illegible]

Approval Recommended:
Division Engineer

Approved: /s/ L. H. Young
[illegible]
Office Engineer.

State Printing

RECEIVED
OCT 12 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-000S(4)
7-88

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 9, 1967

In reply refer to: 08-35-EC

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-000S(4), I-80N Exit Ramp
Columbia River and Old Oregon Trail Highway Section
Traffic Signs and Markings

As requested in Mr. Young's letter of October 4, 1967 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 2, 1967 in the award of contract No. 7088 to Laam-Irving and Company, of Gladstone, Oregon, low bidder in the amount of $12,957.00 at the September 28, 1967 bid opening.

NOTED
F. B. KLABOE

10-11-67
REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 9 - 1967
FOR FILING
I-0005(4)
7088

October 6, 1967

Lasm-Irving & Co.
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

Enclosed are three copies of Contract No. 7088 for $12,957 awarded to you by the State Highway Commission on October 2, 1967. This contract is for the Route I-80N Exit Ramps Signing Project on the Columbia River Highway and Old Oregon Trail in Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Union, Baker and Malheur Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 30, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

wln
Enclosures

bc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. W. Rulien
J. F. Putnam
A. F. Parson
James Gix

RECEIVED
OCT 6 - 1967
FOR FILING

Fred W. Hill, Member
Helix
I-6005(4)
7088

October 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 2, 1967 is requested in the award of contract for the Route I-80N Exit Ramp Signing Contract, Project No. I-0005(4).

The contractor receiving the award is Lasa-Irving and Company of Gladstone in the amount of $12,957.00 with the contract No. 7088 assigned. This bid was received on September 28, 1967 and awarded October 2, 1967.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

No utilities or railroads are involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:slh

FORM E-180

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
October 3, 1967

I-0005(4)
7088

Lamm, Irving & Company
[illegible] East Hereford
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on October 2, 1967 awarded to you State Highway Contract No. 7088 for the following project:

Signing on the Columbia River and Old Oregon Trail Highways from Portland to Ontario.

This award was based on your bid of $12,957.00 which was submitted to the Commission on September 29, 1967 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
Chairman
J. PAT METKE, BEND
Vice-Chairman
JOHN P. [illegible], WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

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SEP 15 1967
FOR FILING

I-6005(4)
1088

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

RECEIVED

September 12, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 16, 1967 relative to the plan title sheets for the following three projects:

1. East Hood River Interchange Section, Columbia River Highway, Hood River County

2. Hamehood Road-Bend Airport Section, FAS 397, Deschutes County

3. Route I-80N Exist Ramps Signing Project, Columbia River and Old Oregon Trail Highways.

Regarding the East Hood River Interchange Section, we concur with the comments of the Oregon Fish Commission in their letter of August 15, 1967.

We have no comments to offer on the latter two projects.

Thank you for the opportunity of making recommendations on those projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
SEP 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ROK/ln
cc: Robert Schoning, Director
Fish Commission of Oregon

9-13-67 Copies to: F.B. Klaboe
[illegible]. Young
[illegible] (3) J.F. Putnam (4)
[illegible] A. F. Parson (2)
FW

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SEP 13 1967

I-(10)(1)
Text

Very truly yours,

Forest Service
State Highway Engineer

By

L. M. Young
Office Engineer

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SEP 14 1967

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I-000-5(4)
7088

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: Sept. 6, 1967

In reply refer to: 08-35.A

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-000S(4)
I-80N Exit Ramps
Traffic Signs & Markings

9-14-67
REFERRED TO
Young w/enc.
ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Preston's August 3 and August 30, 1967 reports.

Our comments concerning additional work in later projects for Project I-000S(1) apply to this project also.

This authorization is given with the understanding that the revisions discussed with Messrs. Ridings and Gix will be incorporated in the Special Provisions. The revisions are:

1. Eliminate to 80°F maximum ambient temperature specification for application of thermoplastic arrows.

2. Alter the Special Provision that makes it necessary that all Type "E" signs be of the same width to make it compatible with the provision that the size signs as listed on the plans are necessary for this contract.

We recommend this project be extended to cover the applicable portion of I-405 by project modification and program change.

You are authorized to proceed with contractor's flagging as shown in your estimate for $470.00.

Mr. Young's September 5, 1967 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

For your information, Mr. Lyle Renz, Assistant Area Engineer and project coordinator for the I-5 exit ramp signing project, will again be the project coordinator for the three BPR areas involved on this project.

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SEP 11 1967
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UNITED STATES GOVERNMENT

Memorandum

I-000S(4)
7088

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1967

In reply refer to: 08-35-EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Federal-Aid Interstate Program

Mr. Young's August 8, 1967 and August 14, 1967 letters requested inclusion of three projects in the subject program. These Stage 2 construction phase projects are approved today:

Item	Project	Location	Work
508	I-000S(4)	I-80N, Portland to Idaho	Traffic Signs/ Markings
509	I-5-4(58)197	I-5, Belt Line Road Interchange	Landscaping
510	I-80N-3(53)61	I-80N, East Hood River Interchange	Landscaping

Item 508, I-000S(4), encompasses all of Interstate 80N for the installation of signs and pavement markings at interchange exits in accordance with Paragraph "A" on Page 56 of the Report of the special AASHO Traffic Safety Committee "Yellow Book."

This action provides for traffic signs and landscaping at a total estimated cost of $152,000, of which $139,000 is reserved as Federal-aid Interstate funds.

RECEIVED
F. B. KLARQUIST

REFERRED TO 9-6-67
By Asst. State Hwy. Engr.

RECEIVED
SEP 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUG 16 1967

Fred M. Hill, Member
Holix
I-0005(4)
7088

August 8, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are forwarding program data for one Interstate Safety Project, Item 508, Project I-0005(4) which we desire to have included in the Interstate Highway Program.

This project is being programmed as a Safety Improvement to eliminate or reduce the potential hazard created by possible wrong way traffic movements at exit ramp of interchanges and rest areas on the Interstate Highway I-205.

We desire to receive bid for this project at the scheduled September 26, 1967, bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:vr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM 2

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)
CARD 2	1	I-80N Portland to Idaho State Line	ADT	1,700 77,200	3,300 117,500	87

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Traffic Signs & Pave. Markings							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	
	NAME OF URBAN AREA 17-31	ROUTE NO. I / FEDERAL-AID I-8

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT CO TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
5					**PE**		I-80N Portland to Idaho State Line			
5					**ROW**		(Hwy. M.P. 1.63 to M.P. 411.49)			
5					**CONST** (CODE) Safety Y002			0	22,000	20,000
								0	22,000	20,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

under PPM 21-16
created by wrong

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		1,700 77,200	3,300 117,500	87	08	Oregon	35	042	508

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I	000S(4)			

COUNTY NAME	CODE	PROGRAM STAGE
Various		1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N		I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Installation of "Do Not Enter" and "Wrong Way" signs and pavement arrows at exit ramps of interchanges and rest areas of Interstate Route I-80N.
0	22,000	20,000	2,000		
0	22,000	20,000	2,000		

REMARKS

This project qualifies as a safety improvement under PPM 21-16 to reduce or eliminate the potential traffic hazard created by wrong way traffic movements on one-way exit ramps.

(over)

USCOMM DUSCOMM-DC 46905-P61

I-80N PORTLAND TO IDAHO STATE LINE

Remarks - Contd.

The proposed project consist of the installation of 275 "Do Not Enter" or "One Way" signs and 102 thermoplastic pavement arrows at exit ramps of 73 interchanges and 5 rest areas and parks. A list of interchanges, rest areas and parks, and number of signs at each is attached to the program.

US-271(8) Milwaukie-Harmony Rd. Interch. 1968
Sec., Clackamas Hwy., (Struct.
#7089 & Traf. Cont.) [redacted]

CAH
3356
RR-650

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OREGON STATE HIGHWAY DIVISION

7089

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 3, 1972

TO Mr. Glen L. Green, Act.Div.Engr.
~~Division Engineer~~
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways
By

A. E. Johnson
Assistant State Highway Engineer

SUBJECT FHWA Audit Report 72-835-3
Payment for Piling

Portions of the pile driving records for three projects have been questioned by Federal Highway Administration auditors as to eligibility for federal participation. The amount questioned is as shown on Audit Report 72-835-3, pages 7 through 12, and pertain to the following projects:

Milwaukie-Harmony Road Interchange
Contract 7089 FAP No. US271(8)

Tualatin River-Pacific Highway Section
Contract 7151 FAP No. I-205-7(12)290

Wilsonville Intch.-Hubbard Intch. Section
Contract 7128 FAP No. I-5-5(40)284

The information required, in accordance with paragraph 2-a of page 11 of the Audit Report, is attached in the form of copies of letters from the Regional and Resident Bridge Engineers who were responsible for the projects. These letters are explanations by the Engineers of the methods used in computing pay lengths for piling and reasons for using the methods.

It is noted in reviewing these letters that the basic method of record keeping for piling is the same for each of the projects, but was varied by the Engineer for each project as dictated by variations in the individual job specifications, pile requirements, working conditions, and other circumstances. Our

Standard Specifications do not clearly define payment for pile lengths if they are other than Order Length piling. Although instructions have been issued to the field regarding the general form of records to be kept in the Field Pile Books, the instructions do not cover all of the many variations in actual conditions encountered in the field. The Resident Engineers have tried to record these variations to the best of their abilities.

To help understand the methods of payment used by the State in conditions not specifically covered by the Standard Specifications, the following policies have been used by the State for a number of years:

1. Order Length piling are paid for by the State if the contractor furnishes the full Order Length. If less than the Order Length is furnished by the contractor for an individual pile, only the length actually furnished is paid for. This condition often occurs where a few full Order Length piling have been driven and it has been determined that the required bearing can be obtained with less than full Order Length piles, and use of full Order Lengths would be wasteful.

2. Where the required pile bearing is not obtained with the Order Length pile, and the use of extended piles with Pile Splices is required, only the actual length of the pile extension is paid for, in addition to the original Order Length to which the extension is made. Under these conditions all pile cutoffs from the extensions remain the property of the contractor, regardless of length, if the extension was fabricated from material furnished by the contractor. If the extensions are fabricated from cutoffs from Order Length piling previously driven, cutoffs from the extensions remain the property of the State, having previously been paid for as part of the Order Length pile.

3. If pile lengths longer than Order Length are furnished by the contractor and only the Order Length or less is incorporated into the structure, only the Order Length is paid for by the State. If, however, bearing is not obtained within the original Order Length of pile, and additional length is driven to obtain bearing, the actual length incorporated into the structure is paid for, with the resulting cutoff remaining the property of the contractor. No Pile Splice would be allowed under these conditions unless actually required and performed by the contractor.

It can be seen that under the conditions of paragraph 3 above, record keeping can become extremely involved, since pile cutoffs from piling driven to

less than original Order Length can be partly owned by the State with the remainder owned by the contractor. This becomes further complicated if this cutoff is used as a pile extension resulting in an additional cutoff.

All of the above conditions were encountered on the subject projects and were recorded by the Engineers as they saw fit. Some mathematical errors and oversights have been encountered in this review due to the complexity of the work, but these should easily be resolved.

We hope that the required information has been furnished.

JD:DH
Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Paul Hatcher

Form FHWA-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 13, 1972

In reply refer to: 10-35.5

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

K R Backlund

NOTED
K. B. KLABOE

SUBJECT: Oregon Project US 271(8)
Milwaukee - Harmony Road Interchange
Final Voucher

In obtaining clearance from the auditors before processing this final voucher for payment, the amount of $4,509.64 has been questioned as to its eligibility for Federal participation.

This amount was questioned on Audit Report 72-835-3, Pages 7 through 12. For your ready reference, copies of these pages are attached.

In order that we may make a determination as to the eligibility of the amount questioned, please furnish the information contained in the recommendation on Page 11, Item 2a.

Also furnish the same information on the other projects questioned.

Enclosure

7-18-72
Young-Shang

NOTED
R. D. ASBURY

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JUL 19 1972
BRIDGE DIVISION

RECEIVED
JUL 19 1972
PROGRAMING SECTION

NOTED
L. H. YOUNG

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OPO 917-344

cc: W. J. Hart - This appears to be a Bridge matter will you pls. take care of it?

FORM S-56 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 28, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional Construction Engineer

Routing: Keasey, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

RECEIVED JUL 31 1972 CONSTRUCTION SECTION

SUBJECT: Federal Highway Administration Audit Report
Payment for Piling
Contracts 7089 7128 7151

This letter is written in reply to the comments contained in the Federal Highway Administration audit report, 72-853-3, relating to payment for piling.

The first paragraph, page 7, indicates the States method of paying for piling furnished demands accurate accounting. I can only point to data contained in the report as an indication that accurate accounting was kept.

Total length purchased on three jobs	128,594 feet
Credited to job, cutoffs over 20 feet	-1,290 feet
Length charged to job	127,304 feet
Length in ground	123,982 feet
Length not specifically accounted for (loss in fresh heading and cutoffs less than 20 feet in length).	3,322 feet
Number of piles driven	1,673

This is less than 2 feet per pile not specifically accounted for.

I submit that our accounting and utilization of piling purchased was very good. In reply to the specific items beginning on Page 8 -

1. "Quantity shown on final pay estimates computed on basis other than specified in special provisions".

Pay was made on the basis of the original or revised order length when the order length was furnished and the disposition of the cutoffs was made in accordance with the contract documents. When lengths furnished were less than original or revised order lengths or when the disposition of the cutoffs was

RECEIVED AUG 1 1972 BRIDGE DIVISION

other than specified in the contract, pay was made for actual length driven in, plus cutoffs handled, in accordance with the specifications and fresh heading loss up to three feet.

The only time longer than order length piles were paid for was when the longer piles were needed to develop bearing. To simplify, I would say that the State got what was needed to comply with the bearing requirements in the contract documents and the State paid only for what it got.

1a I-5-5(40)

This contract, the Willamette River Bridge at Wilsonville, was set up on a different basis than the other two contracts. The Special Provisions did not set forth specific order lengths for each pier, rather a total length was given for bidding purposes, along with the authorization to order a portion of these lengths in 60 foot pieces.

The contract then specified that two pile would be driven in each pier and the order length based on information from these two test piles.

The contractor furnished piles in 60 foot lengths and made them up into piles longer than order lengths to avoid the necessity of driving under water. The cutoffs then were, on occasion, claimed by the contractor and a number of them, due to the collapse of the coffer dam, were lost. Payment was therefore made for length of pile in the ground, plus fresh heading, plus salvage disposed of in accordance with the the specifications up to the order length.

Furnishing longer than order length piles at the contractors expense to accomodate his driving procedure time is in accordance with Section 403.36 of the Specifications.

I am not sure what is meant in the report by the statement, "That the States driven lengths were increased or decreased without explanation". It is unclear as to whether this means that driven lengths, as recorded in the pile book and incorporated in the project, was changed in the pile book or if the length of pile driven was changed from the order length. The need for changing of the order length, I believe, has adequately been discussed. If the statement refers to changes in recorded length of pile driven, these changes were possibly made due to inconstancies in the way the lengths were recorded. Some were recorded in feet and inches and some in feet and tenths. In his letter, copy enclosed, Resident Engineer Mueller indicates the lengths were rounded off to the nearest ½ foot. Possibly this is what is referred to.

The other explanation for a change as recorded for driven length would be that the driven length, particularly if the cutoff is made under water, is a computed figure based on the length of pile in the leads and the measured length of cutoff. Possibly there was an arithmetical error made in this computation in some instances.

1b I-205-7(12)

On this project, the Tualatin River, Pacific Highway Section, the majority of the order list pile did not produce the specified bearing. When the bearing in a footing

was not obtained, it was not practical to immediately demand new order length piles. It was necessary to pay for and utilize the piles already furnished and to obtain additional pieces in lengths which were available from the suppliers or by shifting piles from one location on the project to another to keep the job going, thus avoiding potential clam while revised length piles were being ordered and delivered. The auditors report, indicating furnished length of pile paid for was determined by using original order length, revised order length and length driven, plus cutoffs turned over to the State and fresh head in a single bent is correct.

1c US-271 (8) Milwaukie Harmony Road Project

Again order length piling, particularly in the first bents driven, did not produce the required bearing. Some shifting of pile to utilize lengths furnished was therefore necessary and fortunately in a number of instances, the contractor had delivered piles in lengths greater than specified. For example, standard lengths are 60 feet. Where a 55 foot pile was specified, the contractor, rather than cutting off and wasting five feet, furnished the pile in a 60 foot length. When the additional five foot was not required to obtain bearing, the original order length was paid when it was required the actual furnished length was paid. When driving indicated the majority of the piles would be more than 55 feet to produce bearing the order length was revised. Other comments made above relative to the I-205 project concerning pay lengths also apply to this project.

While specific approval for changing the lengths of pile was not obtained from Federal Highway Administration personnel they were aware that pile length changes were being made and were kept advised of problems in obtaining required bearing. On the I-205 project federal participation was obtained for moving of piles from one location to another to provide longer lengths. This office was kept advised of revisions in order length and the bridge office in Salem was also made aware of problems and on numerous occasions made recommendations as to what the revised order lengths should be. Advance approval for changes in pile quantities in order to obtain specified bearing is normally not practical and often is not possible. I have looked at this type of a change as being a quantity change and as having some latitude in the matter.

2. I can't deny that tracing pile cutoffs used for splicing is very difficult. The pile books do identify state owned cutoffs which are used as splicing material. There is the possibility that a state owned cutoff could be paid for the second time, however, this possibility is very slight and our checking system which demands at the end of the job that the length in the ground, plus cutoffs equal pay length precludes the possibility that a large amount of double pay could occur. Also on these projects, with less than two feet of cutoffs per pile, there is not much possibility of any duplication of payment.

3. Changes in the original entires. This has been previously discussed in this letter and is discussed in the accompanying reports from the Resident Engineers. I believe this is adequately explained, at least all of the changes which I am aware of.

With regard to the recommendations:

Item 1 Another method of determining pay quantity for piling would certainly simplify record keeping, reduce the possibility of erronous payment and could be

devised to reduce the possibility of claims in connection with pile driving, however, it probably would not result in any reduction in cost for a job. As the burden for accepting cutoffs without pay is shifted to the contractor, his prices would certainly increase. There would be some definite advantages to any system which would insure maximum federal participation.

Item 2A I feel that adequate justification for the method of determing length of pile furnished is contained herein and that all piling paid for has been adequately accounted for. On the three projects involved, credit has been given to the project for 1,290.6 feet of cutoffs in excess of 20 feet in length. The failure to credit the 40 feet referred to in the report was an oversight.

Item 2B Limit federal participation to pile in place. The Federal Highway Administration, in approving a project including these specifications, must be in concurrence with the policy of paying for cutoffs and lengths of pile destroyed in fresh heading. If the disposition of the cutoffs is in accordance with the specifications, the contractor is paid for these cutoffs and it does not seem reasonable that federal participation in payment for these cutoffs should be withheld.

It is hoped that somewhere in this rather long dissertation and the reports from the Resident Engineers, which are enclosed, necessary information to reply to the Federal Audit can be obtained. If more specific information is needed, I will need to have the pile record books returned to this office for additional extensive review.

ACH/bd
att

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon 97222
May 22, 1972

SUBJECT: BPR Audit Concerning Steel Piling
Milwaukie-Harmony Rd. Interchange
Section
Clackamas Highway
Contract No. 7089

To:

Mr. L. W. Rulien
Regional Engineer
P. O. Box 02157
Portland, Oregon 97202

In reply to your letter of May 15, 1972, regarding methods of payment for steel piling used in structures on the above subject project, I have the following to present:

First, all piles were driven in structures #9668 and #9669 when I took over as resident in June 1968, from C. O. Fredrickson. When he tried to explain what he had done, I asked him to set down in a letter the facts regarding the piles, which he did with a copy to you; letter dated June 25, 1969. In this letter he refers to "revised order lengths", apparently assuming all requirements had been met. I found a letter to Babler Bros. Inc., the prime contractor, changing order length of piles for structure No. 9668, with a copy to you, dated November 13, 1967, and another letter to you dated March 28, 1968, listing an approximate summary of piles used on structures #9668 and #9669, also an indication of Fredricksons estimation that extra lengths would be needed on structures #9670 and #9554. Copies of the above letters were also sent to M. D. Payne, the prime resident engineer on the project.

The piles for structures #9670 and #9554 were driven after I took over as resident bridge engineer in June 1968. On October 24, 1968, I wrote a letter to Babler Bros. Inc., with copies to you and M. D. Payne, changing the order length of piles in bent #5 to 55 feet instead of the original length of 60 feet.

To begin with, steel piles were very hard to obtain when piles for structures #9668 and #9669 were driven and it was necessary for the contractor to provide any length needed to obtain a depth sufficient to provide the required bearing, therefore the contractor was allowed to splice sections of approved piling together to obtain this bearing. If the driven pile was more than list length or "revised" length and the cut off was used to make pp another pile the contractor was paid only for "pile in ground" for the first pile. If the before mentioned cut-off was used to make up another pile, the

contractor was paid for it as part of the second pile. If the first pile, when made up, was less than order length and the cut-off was not used again the cut-off was considered State Cut-Off and hauled away by the State Forces, and paid for as, pile in grcund plus fresh head plus cut-off.

When original or "revised" order length was delivered and bearing was obtained without any addition, payment was made for the order length, and the cut-off was hauled away by State Forces or cut-offs less than 5 feet were taken by the contractor as required in this contract.

In some cases in all structures the contractor provided piles less than order length, but when driven, the pile obtained bearing without splicing, in this instance they were payed the delivered length instead of the order length, with the regular disposition of cutoffs.

The main bone of contention, as I read the Auditor's Report, is based on the fact that, both Mr. Fredrickson and myself did not obtain approved revised pile lists from your office, although we made an attempt to keep you advised of the changes necessary. In scanning through Fredrickson's weekly reports, he shows that representatives from your office, the Bridge office, and the BPR were on the job while the piles were being driven in structures #9668 and #9669. It seems that Mr. Fredrickson would have mentioned his problems to some or all of them when it was necessary to use piling much longer than planned.

I know of no erasures and changes made in our pile records, which are now in Salem.

We are providing copies of all letters mentioned.

RV Cotton

R. V. Cotton
Res. Br. Engr.

Encls.

RVC/dc

cc: M. D. Payne (Encls.)
File (Encls.)

RECEIVED
FILE PILING
7089

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 9, 1972

TO L. Rullen
Regional Engineer
Region 1
Milwaukie

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT F.H.W.A. Audit Report 72-835-3
Payment for Piling

Attached is a copy of Page 7 through Page 12 of F.H.W.A. Audit Report 72-835-3, relative to payment of piling on the Wilsonville Interchange-Hubbard Interchange project, Contract 7128, Tualatin River-Pacific Highway project, Contract 7151 and the Milwaukie-Harmony Road Interchange project, Contract 7089.

This report describes findings of the F.H.W.A. auditors. On Page 11 under Paragraph 2a, the report requires the state to (1) furnish justification for computing pay quantities on a basis other than provided in the contract agreement and (2) furnish supporting information to justify the changes made in the original entries in the pile record books.

In order that we may answer these items, please have the projects reviewed and furnish to us information sufficient to explain the situation.

RWE/ag
Attach.

cc A. E. Johnson

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

STATE COPY

Monthly transaction number: 11-98	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clackamas
Modification number: 3	*(PPM 21-7)*	Project number: US 271 (8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 14, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,577,596.18	$ 3,577,446.85
Federal funds	$ 2,272,500.00	$ 2,273,467.47
Other revisions		

This modification is made for the following reasons:

Adjust on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of November, 19 71.

Oregon State Highway Division
(Official name of Highway Department)

By J Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By W C Backlund
(Division Engineer)
for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Monthly transaction number 4-74	FHWA PR-2A (Rev. 10-68)	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-21-70	County Clackamas
Modification number 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	Project number US-271(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,560,145	$ 3,577,832
Federal funds	$ 2,260,500.00	$ 2,272,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of April, 19 70.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L. H. Green
(Division Engineer)
For: R. E. Simpson

Oregon State Highway Division

Federal-Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION

OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

SALEM, OREGON, APRIL 13, 1970

Revised Project Agreement Estimate.

Type Code 6201
Grade and Pave (Sta. 100+33.31 to Sta. 204+50)(Contract 7089)

Subtotal on previous estimate of October 8, 1969			$1,728,078.80
Previous estimate of July 14, 1969			
Mulch	6 acre	$1,950.00	11,700.00
Revised estimate			
Mulch	11.29 acre	1,950.00	$ 22,015.50
EWO 9 Repair Roadway Slopes	All Required		5,763.53
			$ 27,779.03
	Net Increase		$ 16,079.03
	Subtotal		$1,744,157.83
	10% Engr. & Cont.*		173,415.17
	Total		$1,917,573.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010
Grading (Sta. 204+50 to Sta. 220+20)(Sta. 222+50 to Sta. 228+00)(Contract 7089)

Total same as previous estimate of October 8, 1969	$ 383,965.00
Total for structures same as previous estimate of July 14, 1969	$1,276,294.00

Length of Roadway, Grading and Paving - -	1.890 Miles
Length of Roadway, Grading Only - - - - -	0.402 Mile
Length of Structures (2)- - - - - - - - -	0.128 Mile
Total - -	2.420 Miles
Cost of Grading & Paving Per Mile - - - -	$1,014,588.88
Cost of Grading Only Per Mile - - - - - -	$ 955,136.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,917,573.00	$1,218,400.00	$ 699,173.00
Grade Only	383,965.00	243,800.00	140,165.00
Structures (4)	1,276,294.00	810,300.00	465,994.00
Total	$3,577,832.00	$2,272,500.00	$1,305,332.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 103-1095

STATE COPY

Monthly transaction number: 10-29	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Clackamas
Modification number: 1		Project number: US-271(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 2, 19 67, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,361,409	$ 3,560,145
Federal funds	$ 2,134,100.00	$ 2,260,500.00
Other revisions		

This modification is made for the following reasons:

Based on revised project agreement estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Division

Federal-Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION

OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Revised Project agreement estimate.

Salem, Oregon, October 8, 1969

Type Code 6201
Grade & Pave (Sta. 100+33.31 to 204+50) (Contract 7089)

Sub-Total on previous estimate of July 14, 1969				$1,559,345.70
Previous Estimate				
Ditch Excavation, Unclassified	245	cu.yd.	3.00	$ 735.00
Watering	2,200	M-gal.	3.00	6,600.00
Plant Mix Stone Base	71,800	ton	2.20	157,960.00
Class "B" Asphalt Concrete Mixture	30,250	ton	4.00	121,000.00
Asphalt in Mixture	1,670	ton	28.00	46,760.00
Type 2 Guard Rail	7,400	lin.ft.	2.70	19,980.00
Illumination				
Roadway Illumination Installation Complete	All Required			$ 33,000.00
Traffic Signals				
Traffic Signal Installation, Complete	All Required(89%)			95,675.00
Flagging (60% of contractors cost)	All Required			10,000.00
				$491,710.00
Revised Estimate				
Ditch Excavation, Unclassified	5,880	cu.yd.	3.00	$ 17,640.00
Watering	3,380	M-gal.	3.00	10,140.00
Plant Mix Stone Base	90,780	ton	2.20	199,716.00
Class "B" Asphalt Concrete Mixture	31,680	ton	4.00	126,720.00
Asphalt in Mixture	1,996	ton	28.00	55,888.00
P.A. 8 Revised Type 2 Guard Rail	8,700	lin.ft.	3.15	27,405.00
P.A. 6 Borrow Excavation	74,500	cu.yd.	.58	43,210.00

Illumination

P.A. 10 Revised Roadway Illumination Installation, Complete	All Required	$ 38,392.00

Traffic Signals

P.A. 10 Revised Traffic Signal Installation, Complete	All Required(80%)	119,332.10
Flagging (60% of Contractors Cost)	All Required	22,000.00
		$ 660,443.10
	Net Increase	168,733.10
	Sub-Total	$1,728,078.80
	*10% Engr. & Cont.	171,807.20
	Total	$1,899,886.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010
Grading (Str. 204+50 to Sta. 220+20) (Sta. 222+50 to Sta. 228+00)
(Contract 7089)

Sub-Total on previous estimate of July 14, 1969			$	337,122.80

Previous Estimate

Ditch Excavation, Unclassified	5 cu.yd.	3.00	$	15.00
Watering	2,000 M-gal.	3.00		6,000.00
Plant Mix Stone Base	9,100 ton	2.20		20,020.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.00		5,000.00
Asphalt in Mixture	70 ton	28.00		1,960.00

Traffic Signals

Traffic Signal Installation, Complete	All Required(11%)	11,825.00
		$ 44,820.00

Oregon State Highway Division

Federal-Aid
Project No. US-271(8)

Present Estimate

Ditch Excavation, Unclassified	120 cu.yd.	3.00	$ 360.00
Watering	3,120 M-gal.	3.00	9,360.00
Plant Mix Stone Base	11,220 ton	2.20	24,684.00
Class "B" Asphalt Concrete Mixture	1,320 ton	4.00	5,280.00
Asphalt in Mixture	83 ton	28.00	2,324.00

Traffic Signals

P.A. 10 Revised Traffic Signal Installation, Complete	All Required	$ 14,748.90
		$ 56,756.90

Increase	$ 11,936.90
Sub-Total	349,059.70
10% Engr. & Cont.	34,905.30
Total	$383,965.00

Total for structures same as previous estimate of July 14, 1969 $1,276,294.00

Length of Roadway Grading & Paving - - - -	1.890 miles
Length of Roadway Grading only - - - - - -	0.402 mile
Length of Structures (2) - - - - - - - - -	0.128 mile
	2.420 miles

Cost of Grading & Paving per mile - - - - - - - - - - - -	$1,005,230.68
Cost of Grading only per mile - - - - - - - - - - - - - - -	$ 955,136.81

Oregon State Highway Division

Federal-Aid
Project No. US-271(8)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,899,886.00	$1,206,400.00	$693,486.00
Grade Only	383,965.00	243,800.00	140,165.00
Structures(4)	1,276,294.00	810,300.00	465,994.00
	$3,560,145.00	$2,260,500.00	$1,299,645.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 103-1095 G-1

F Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-40		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Clackamas
		PROJECT NO. US-271(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Milwaukie-Harmony Road Interchange Section of the Clackamas Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-6-67	2.420
OTHER (Specify)		

FUNDS Pro [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,361,409	$ 2,134,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By [signature]
(Division Engineer)
L. R. Backlund, Admin. Manager

Date executed by Division Engineer November 2, 1967

Oregon State Highway Department

Federal Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION

OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Project agreement estimate.

Salem, Oregon, October 13, 1967

Type Code 6201
Grade and Pave (Sta. 100+33.31 to 204+50)(Contract 7089)

Clearing and Grubbing	All Required (80%)			$ 113,883.20
Ditch Excavation, Unclassified	245 cu.yd.	$	3.00	735.00
General Excavation, Unclassified	178,400 cu.yd.		0.58	103,472.00
Embankment Foundation Excavation, Unclassified	38,000 cu.yd.		1.50	57,000.00
Overhaul	336,500 C-yd.sta.		0.28	94,220.00
Finishing Roadbed and Slopes	All Required (80%)			16,000.00
Rounding Cutbanks	3,000 lin.ft.		0.25	750.00
Trench Excavation	7,240 cu.yd.		3.00	21,720.00
Special Backfill in Drains	230 cu.yd.		7.00	1,610.00
Hauling and Placing Peat Soil	18,100 cu.yd.		1.00	18,100.00
Watering	2,200 M-gal.		3.00	6,600.00
Obliteration of Roadway	290 sq.yd.		1.00	290.00
Pavement Replacement	360 lin.ft.		4.00	1,440.00
Sand Subbase	32,600 ton		1.75	57,050.00
3/4" - 0 Material in Base	3,510 ton		2.40	8,424.00
Plant-Mix Stone Base	71,800 ton		2.20	157,960.00
Bituminous Base Mixture	32,700 ton		4.00	130,800.00
Asphalt in Bituminous Base Mixture	1,470 ton		28.00	41,160.00
3/4" - 0 Aggregate in Prime Coat	975 cu.yd.		5.00	4,875.00
RC-250 Asphalt in Prime Coat	152 ton		45.00	6,840.00
Asphalt in Tack Coat	2 ton		100.00	200.00
Class "B" Asphalt Concrete Mixture	30,250 ton		4.00	121,000.00
Asphalt in Mixture	1,670 ton		28.00	46,760.00
12-inch Reinforced Concrete Bridge End Panels	900 sq.yd.		12.50	11,250.00
15-inch Paved Culvert End Slopes	2 only		150.00	300.00
18-inch Paved Culvert End Slopes	5 only		150.00	750.00
24-inch Paved Culvert End Slopes	1 only		200.00	200.00
Class "A" Concrete in Walls	55 cu.yd.		90.00	4,950.00
Reinforcement in Walls	3,900 lb.		0.15	585.00
12-inch Culvert Pipe	790 lin.ft.		3.75	2,962.50
15-inch Culvert Pipe	800 lin.ft.		4.50	3,600.00
18-inch Culvert Pipe	900 lin.ft.		7.00	6,300.00
24-inch Culvert Pipe	400 lin.ft.		9.00	3,600.00
36-inch Culvert Pipe	90 lin.ft.		25.00	2,250.00

8-inch Storm Sewer Pipe	1,560 lin.ft.	$ 3.25	$ 5,070.00
10-inch Storm Sewer Pipe	730 lin.ft.	3.35	2,445.50
12-inch Storm Sewer Pipe	3,400 lin.ft.	3.60	12,240.00
15-inch Storm Sewer Pipe	180 lin.ft.	4.75	855.00
18-inch Storm Sewer Pipe	1,110 lin.ft.	6.25	6,937.50
24-inch Storm Sewer Pipe	570 lin.ft.	9.25	5,272.50
36-inch Storm Sewer Pipe	190 lin.ft.	16.00	3,040.00
8-inch Sanitary Sewer Pipe	700 lin.ft.	3.25	2,275.00
12-inch Sanitary Sewer Pipe	25 lin.ft.	7.00	175.00
24-inch Sanitary Sewer Pipe	1,200 lin.ft.	12.25	14,700.00
6-inch Drain Pipe	650 lin.ft.	2.25	1,462.50
8-inch Drain Pipe	1,710 lin.ft.	2.50	4,275.00
8-inch Mortar Lined and Coated Steel Pipe	330 lin.ft.	6.00	1,980.00
10-inch Mortar Lined and Coated Steel Pipe	290 lin.ft.	9.00	2,610.00
Extra for Pipe Under Railroad	All Required		5,000.00
Metal Bin Type Wall, Station "CH" 90+00	All Required		8,000.00
Vertical Alternate Flashing Beacon	3 only	1,000.00	3,000.00
Concrete Manholes, 6 feet or less deep	14 only	300.00	4,200.00
Concrete Manholes, 6 to 12 feet deep	11 only	410.00	4,510.00
Concrete Manholes, over 12 feet deep	6 only	500.00	3,000.00
Concrete Slope Protectors	1 only	260.00	260.00
Concrete Inlets, Type "G-1"	32 only	140.00	4,480.00
Concrete Inlets, Type "CG-1"	22 only	140.00	3,080.00
Concrete Inlets, Type "G-2"	2 only	175.00	350.00
Concrete Inlets, Type "G-2M"	10 only	175.00	1,750.00
Concrete Inlets, Type Special "G-2M"	8 only	325.00	2,600.00
Concrete Inlets, Type "M"	8 only	130.00	1,040.00
Adjusting Manholes	6 only	70.00	420.00
Reconstructing Concrete Manholes	1 only	400.00	400.00
Concrete Curbs	640 cu.yd.	42.00	26,880.00
Concrete End Pieces	3 only	200.00	600.00
Concrete Driveways	110 sq.yd.	8.00	880.00
Concrete Walks	2,600 sq.yd.	5.00	13,000.00
Extra for A.C. Conc. Approaches	22 only	50.00	1,100.00
Extra for A.C. Conc. Curbs	2,100 lin.ft.	1.00	2,100.00
Guide Posts, W-1	60 only	8.00	480.00
Guide Posts, Y-1	10 only	8.00	80.00
Guide Posts, Y-2	60 only	8.00	480.00
Type 1 Guard Rail	370 lin.ft.	2.50	925.00
Type 2 Guard Rail	7,400 lin.ft.	2.70	19,980.00

Median Barrier	3,300 lin.ft.	$ 4.50	$	14,850.00
Type 2 Barricades	1,900 lin.ft.	4.00		7,600.00
Furnishing Field Laboratory Building	All Required			1,000.00
Roadside Seeding	11 acre	100.00		1,100.00
Roadside Mulching	8 acre	250.00		2,000.00
Grass Seed Mixture	330 lb.	1.00		330.00
Furnishing and Planting Trees	300 only	12.00		3,600.00
Furnishing and Planting Shrubs, Evergreen and Deciduous	7,300 only	4.40		32,120.00
Furnishing and Planting Rhododendrons and Azaleas	1,530 only	7.50		11,475.00
Furnishing and Planting Vines	52,400 only	0.48		25,152.00
Inorganic Fertilizer, 10-16-8	72 cwt.	10.00		720.00
Organic Fertilizer, 5-3-2	70 cwt.	10.00		700.00
Rhododendron Fertilizer, 8-10-8	5 cwt.	15.00		75.00
Manure Fertilizer	145 cu.yd.	10.00		1,450.00
Mulch	6 acre	1,950.00		11,700.00
½-inch Water Pipe	2,100 lin.ft.	0.65		1,365.00
3/4-inch Water Pipe	2,370 lin.ft.	0.70		1,659.00
1-inch Water Pipe	2,600 lin.ft.	0.75		1,950.00
1½-inch Water Pipe	1,900 lin.ft.	0.95		1,805.00
1½-inch Water Pipe	1,920 lin.ft.	1.10		2,112.00
2-inch Water Pipe	3,570 lin.ft.	1.40		4,998.00
2½-inch Water Pipe	1,200 lin.ft.	2.50		3,000.00
3-inch Water Pipe	1,640 lin.ft.	3.20		5,248.00
½-inch Steel Water Pipe	1,530 lin.ft.	0.70		1,071.00
3/4-inch Steel Water Pipe	210 lin.ft.	0.80		168.00
1½-inch Steel Water Pipe	50 lin.ft.	1.00		50.00
2-inch Steel Water Pipe	25 lin.ft.	3.00		75.00
2½-inch Gate Valves	3 only	75.00		225.00
2-inch Manual Section Valves	35 only	30.00		1,050.00
3/4-inch Quick-Coupling Hose Valves	60 only	6.00		360.00
½-inch Manual Drain Valves	80 only	12.00		960.00
2-inch Vacuum Breaker Valves	2 only	200.00		400.00
Shrubbery Sprinkler Heads	720 only	2.25		1,620.00
Agricultural Rotary Sprinkler Heads	20 only	30.00		600.00
Gravel Backfill for Redwood Trees	135 cu.yd.	6.00		810.00
Signing				
Sign Support Footings	All Required (78%)			6,240.00
Breakaway Sign Posts	All Required (93%)			4,650.00
Double Sign Supports	All Required			1,000.00
Cantilever Sign Structures	All Required (57%)			6,555.00
Sign Bridge Structure	All Required			15,500.00

Structure Mounts	All Required			$ 1,000.00
Thermoplastic Pavement Markers	3 only	$	100.00	300.00
Sign Illumination Equipment	All Required (80%)			6,000.00
Painted Wood Sign Posts	All Required (85%)			1,360.00
Type "A" Signs in Place	1,445 sq.ft.		7.00	10,115.00
Type "C", "D" and "R" Signs in Place	656 sq.ft.		4.00	2,624.00
Type "E" Signs in Place	85 sq.ft.		5.00	425.00
Type "P" Signs in Place	39 sq.ft.		6.00	234.00
Illumination				
Roadway Illumination Installation, Complete	All Required			33,000.00
Traffic Signals				
Traffic Signal Installation, Complete	All Required (89%)			95,675.00
				$1,547,645.70
Flagging	All Required			$ 10,000.00
2 Water Meters	All Required			800.00
Water Usage	All Required			900.00
				$ 11,700.00
	Subtotal			$1,559,345.70
	* 10% Engr. & Cont.			154,934.30
	Total			$1,714,280.00

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010
Grading (Sta. 204+50 to Sta. 220+20)(Sta. 222+50 to Sta. 228+00)(Contract 7069)

Clearing and Grubbing	All Required (20%)			$ 28,470.80
Ditch Excavation, Unclassified	5 cu.yd.	$	3.00	15.00
General Excavation, Unclassified	359,800 cu.yd.		0.58	208,684.00
Overhaul	6,000 C-yd.sta.		0.28	1,680.00
Finishing Roadbed and Slopes	All Required (20%)			4,000.00
Rounding Cutbanks	4,300 cu.yd.		0.25	1,075.00
Trench Excavation	960 cu.yd.		3.00	2,880.00
Special Backfill in Drains	20 cu.yd.		7.00	140.00
Watering	2,000 M-gal.		3.00	6,000.00
Sand Subbase	3,000 ton		1.75	5,250.00
3/4" Material in Base	850 ton		2.40	2,040.00
Plant-Mix Stone Base	9,100 ton		2.20	20,020.00

Bituminous Base Mixture	600 ton	$ 4.00	$ 2,400.00
Asphalt in Bituminous Base Mixture	30 ton	28.00	840.00
3/4" - 0 Aggregate in Prime Coat	55 cu.yd.	5.00	275.00
RC-250 Asphalt in Prime Coat	8 ton	45.00	360.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.00	5,000.00
Asphalt in Mixture	70 ton	28.00	1,960.00
15-inch Paved Culvert End Slopes	2 only	150.00	300.00
18-inch Paved Culvert End Slopes	1 only	150.00	150.00
12-inch Culvert Pipe	40 lin.ft.	3.75	150.00
8-inch Storm Sewer Pipe	400 lin.ft.	3.25	1,300.00
12-inch Storm Sewer Pipe	1,450 lin.ft.	3.60	5,220.00
15-inch Storm Sewer Pipe	300 lin.ft.	4.75	1,425.00
18-inch Storm Sewer Pipe	260 lin.ft.	6.25	1,625.00
6-inch Drain Pipe	20 lin.ft.	2.25	45.00
8-inch Drain Pipe	70 lin.ft.	2.50	175.00
6-inch Asbestos Cement Pressure Pipe	370 lin.ft.	6.00	2,220.00
Concrete Manholes, 6 feet or less deep	6 only	300.00	1,800.00
Concrete Manholes, 6 to 12 feet deep	1 only	410.00	410.00
Concrete Slope Protectors	1 only	260.00	260.00
Concrete Inlets, Type "C-1"	12 only	140.00	1,680.00
Concrete Inlets, Type "C-2"	4 only	175.00	700.00
Concrete Inlets, Type Special "C-2"	2 only	325.00	650.00
Extra for A.C. Concrete Approaches	2 only	50.00	100.00
Type 1 Guard Rail	800 lin.ft.	2.50	2,000.00
Roadside Seeding	3 acre	100.00	300.00
Roadside Mulching	2 acre	250.00	500.00
Grass Seed Mixture	90 lb.	1.00	90.00
Inorganic Fertilizer, 10-16-8	20 cwt.	10.00	200.00
Signing			
Sign Support Footings	All Required (22%)		1,760.00
Breakaway Sign Posts	All Required (7%)		350.00
Joint Use Pole	All Required		2,000.00
Cantilever Sign Structures	All Required (43%)		4,945.00
Sign Illumination Equipment	All Required (20%)		1,500.00
Painted Wood Sign Posts	All Required (15%)		240.00
Type "A" Signs in Place	227 sq.ft.	7.00	1,589.00
Type "C", "D" and "R" Signs in Place	131 sq.ft.	4.00	524.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required (11%)		11,825.00
	Subtotal		$ 337,122.80
	10% Engr. & Cont.		33,712.20
	Total		$ 370,835.00

Type Code X221
Clackamas Highway O'xing No. 9668 (Sta. 97+93 to Sta. 102+26)(Contract 7089)

Shoring, Cribbing, etc.	All Required (31%)			$ 9,610.00
Structural Excavation	1,680 cu.yd.	$	5.00	8,400.00
Structural Excavation Below Elevation Shown	170 cu.yd.		1.00	170.00
Furnish 10 BP 42 Steel Piling	11,470 lin.ft.		3.40	38,998.00
Drive Steel Piles	206 only		50.00	10,300.00
Splice Steel Piles	52 only		150.00	780.00
Class "A" Concrete, 3,300 psi (2,700 cu.yd.)	All Required (56%)			224,000.00
Class "A" Lightweight Concrete, 3,300 psi (130 cu.yd.)	All Required (39%)			13,650.00
Class "A" Concrete, 4,000 psi (850 cu.yd.)	All Required (40%)			70,000.00
Reinforcement (1,367,200 lb.)	All Required (60%)			186,000.00
Metal Parapet Railing, Single Pipe	870 lin.ft.		6.50	5,655.00
Preparation of Slopes	530 sq.yd.		2.00	1,060.00
Concrete Slab Riprap	530 sq.yd.		8.00	4,240.00
8-inch Standard Steel Pipe	50 lin.ft.		20.00	1,000.00
8-inch Cast-Iron Soil Pipe	95 lin.ft.		10.00	950.00
1-inch Electrical Conduit	260 lin.ft.		1.50	390.00
1½-inch Electrical Conduit	530 lin.ft.		1.70	901.00
				$ 576,104.00

Type Code X221
East Connection No. 9669 (Sta. 102+32)(Length 504')(Contract 7089)

Shoring, Cribbing, etc.	All Required (38%)			$ 11,780.00
Structural Excavation	1,130 cu.yd.	$	5.00	5,650.00
Structural Excavation Below Elevation Shown	120 cu.yd.		1.00	120.00
Special Wall Backfill	1,600 cu.yd.		3.00	4,800.00
Furnish 10 BP 42 Steel Piling	7,760 lin.ft.		3.40	26,384.00
Drive Steel Piles	114 only		50.00	5,700.00
Splice Steel Piles	32 only		15.00	480.00
Class "A" Concrete, 3,300 psi (1,580 cu.yd.)	All Required (32%)			128,000.00
Class "A" Lightweight Concrete, 3,300 psi (204 cu.yd.)	All Required (61%)			21,350.00
Class "A" Concrete, 4,000 psi (390 cu.yd.)	All Required (19%)			33,250.00
Reinforcement (564,200 lb)	All Required (25%)			77,500.00
Metal Parapet Railing, Single Pipe	1,490 lin.ft.		6.50	9,685.00
Preparation of Slopes	130 sq.yd.		2.00	260.00
Concrete Slab Riprap	130 sq.yd.		8.00	1,040.00

8-inch Standard Steel Pipe	40 lin.ft.	$ 20.00	$	800.00
1½-inch Electrical Conduit	770 lin.ft.	1.70		1,309.00
8-inch Cast-Iron Soil Pipe	175 lin.ft.	10.00		1,750.00
			$	329,858.00

Type Code X021
Johnson Cr. Br. No. 9670 (Sta. 91.97)(Length 150')(Contract 7089)

Shoring, Cribbing, etc.	All Required (3%)		$	930.00
Structural Excavation	60 cu.yd.	$ 5.00		300.00
Structural Excavation Below Elevation Shown	10 cu.yd.	1.00		10.00
Furnish 12 BP 53 Steel Piling	1,170 lin.ft.	4.20		4,914.00
Drive Steel Piles	26 only	50.00		1,300.00
Splice Steel Piles	6 only	15.00		90.00
Class "A" Concrete, 4,000 psi (437 cu.yd.)	All Required (21%)			36,750.00
Reinforcement (81,000 lb.)	All Required (3%)			9,300.00
Metal Parapet Railing, Single Pipe	306 lin.ft.	6.50		1,989.00
			$	55,583.00

Type Code X181
SPRR O'xing No. 9554 (Sta. 113+82 to Sta. 116+27.12)(Contract 7089)

Shoring, Cribbing, etc.	All Required (28%)		$	8,680.00
Structural Excavation	930 cu.yd.	$ 5.00		4,650.00
Structural Excavation Below Elevation Shown	100 cu.yd.	1.00		100.00
Special Footing Backfill	200 cu.yd.	5.00		1,000.00
Furnish 10 BP 42 Steel Piling	2,200 lin.ft.	3.40		7,480.00
Drive Steel Piles	40 only	50.00		2,000.00
Splice Steel Piles	10 only	15.00		150.00
Class "A" Concrete, 3,300 psi (573 cu.yd.)	All Required (12%)			48,000.00
Class "A" Concrete, 4,000 psi (429 cu.yd.)	All Required (20%)			35,000.00
55'/60' Type 2 Prestressed Beams	10 only	900.00		9,000.00
60'/65' Type 2 Prestressed Beams	30 only	1,000.00		30,000.00
Reinforcement (267,000 lbs.)	All Required (12%)			37,200.00
Metal Parapet Railing, Single Pipe	502 lin.ft.	6.50		3,263.00
Preparation of Slopes	1,140 sq.yd.	2.00		2,280.00
Concrete Slab Riprap	1,140 sq.yd.	8.00		9,120.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00		800.00
			$	198,723.00

	Subtotal	$1,160,268.00
	10% Engr. & Cont.	116,026.00
	Total	$1,276,294.00

Length of Roadway Grading and Paving	1.890 Miles
Length of Roadway Grading Only	0.402 Mile
Length of Structures (2)	0.128 Mile
Total Length	2.420 Miles
Cost of Grading and Paving Per Mile	$818,860.16
Cost of Grading Only Per Mile	$838,613.93

Retained in Authorized Fund Status

Slide Correction and Foundation	All Required	$ 50,000.00
		$ 50,000.00
	10% Engr. & Cont.	5,000.00
	Total	$ 55,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$1,714,280.00	$1,088,500.00	$ 625,780.00
Grade Only	370,835.00	235,300.00	135,535.00
Structures (4)	1,276,294.00	810,300.00	465,994.00
	$3,361,409.00	$2,134,100.00	$1,227,309.00
Retained in Authorized Fund Status	55,000.00	34,900.00	20,100.00
Total	$3,416,409.00	$2,169,000.00	$1,247,409.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 103-1095

STATE WORK

Portable Agricultural Sprinkler Heads	12 only	$25.00	$ 300.00
Adjust Utilities	All Required		20,250.00
RR Prot. Costs	All Required		6,800.00
Other RR Costs	All Required		11,045.00
			$38,395.00

Oregon State Highway Department

Federal Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION

OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Revised P.S. & E. estimate.

Salem, Oregon, September 22, 1967

Type Code 6201
Grade and Pave (Sta. 100+33.31 to Sta. 204+50)

Clearing and Grubbing	All Required (80%)			$ 68,000.00
Ditch Excavation, Unclassified	245	cu.yd.	$ 2.50	612.50
General Excavation, Unclassified	178,400	cu.yd.	0.45	80,280.00
Embankment Foundation Excavation, Unclassified	38,000	cu.yd.	0.85	32,300.00
Overhaul	336,500	C-yd.sta.	0.40	134,600.00
Finishing Roadbed and Slopes	All Required (80%)			4,000.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
Trench Excavation	7,240	cu.yd.	3.00	21,720.00
Special Backfill in Drains	230	cu.yd.	7.50	1,725.00
Hauling and Placing Peat Soil	18,100	cu.yd.	1.50	27,150.00
Watering	2,200	M-gal.	3.00	6,600.00
Obliteration of Roadway	290	sq.yd.	0.75	217.50
Pavement Replacement	360	lin.ft.	4.00	1,440.00
Sand Subbase	32,600	ton	2.00	65,200.00
3/4" - 0 Material in Base	3,510	ton	2.20	7,722.00
Plant-Mix Stone Base	71,800	ton	2.20	157,960.00
Bituminous Base Mixture	32,700	ton	4.60	150,420.00
Asphalt in Bituminous Base Mixture	1,470	ton	30.00	44,100.00
3/4" - 0 Aggregate in Prime Coat	975	cu.yd.	5.00	4,875.00
RC-250 Asphalt in Prime Coat	152	ton	45.00	6,840.00
Asphalt in Tack Coat	2	ton	60.00	120.00
Class "B" Asphalt Concrete Mixture	30,250	ton	4.70	142,175.00
Asphalt in Mixture	1,670	ton	30.00	50,100.00
12-inch Reinforced Concrete Bridge End Panels	900	sq.yd.	17.50	15,750.00
15-inch Paved Culvert End Slopes	2	only	35.00	70.00
18-inch Paved Culvert End Slopes	5	only	45.00	225.00
24-inch Paved Culvert End Slopes	1	only	60.00	60.00
Class "A" Concrete in Walls	55	cu.yd.	70.00	3,850.00
Reinforcement in Walls	3,900	lbs.	0.15	585.00
12-inch Culvert Pipe	790	lin.ft.	3.75	2,962.50
15-inch Culvert Pipe	800	lin.ft.	4.25	3,400.00
18-inch Culvert Pipe	900	lin.ft.	5.25	4,725.00
24-inch Culvert Pipe	400	lin.ft.	8.50	3,400.00
36-inch Culvert Pipe	90	lin.ft.	14.50	1,305.00

8-inch Storm Sewer Pipe	1,560 lin.ft.	$ 2.50	$ 3,900.00
10-inch Storm Sewer Pipe	730 lin.ft.	3.00	2,190.00
12-inch Storm Sewer Pipe	3,400 lin.ft.	4.00	13,600.00
15-inch Storm Sewer Pipe	180 lin.ft.	5.50	990.00
18-inch Storm Sewer Pipe	1,110 lin.ft.	6.50	7,215.00
24-inch Storm Sewer Pipe	570 lin.ft.	8.50	4,845.00
36-inch Storm Sewer Pipe	190 lin.ft.	14.00	2,660.00
8-inch Sanitary Sewer Pipe	700 lin.ft.	3.00	2,100.00
12-inch Sanitary Sewer Pipe	25 lin.ft.	4.50	112.50
24-inch Sanitary Sewer Pipe	1,200 lin.ft.	9.00	10,800.00
6-inch Drain Pipe	650 lin.ft.	2.50	1,625.00
8-inch Drain Pipe	1,710 lin.ft.	3.00	5,130.00
8-inch Mortor Lined and Coated Steel Pipe	330 lin.ft.	4.00	1,320.00
10-inch Mortor Lined and Coated Steel Pipe	290 lin.ft.	5.00	1,450.00
Extra for Pipe Under Railroad	All Required		1,500.00
Metal Bin Type Wall, Station "CH" 90+00	All Required		8,000.00
Vertical Alternate Flashing Beacon	3 only	600.00	1,800.00
Concrete Manholes, 6 Feet or Less Deep	14 only	300.00	4,200.00
Concrete Manholes, 6 to 12 Feet Deep	11 only	350.00	3,850.00
Concrete Manholes, Over 12 Feet Deep	6 only	500.00	3,000.00
Concrete Slope Protectors	1 only	175.00	175.00
Concrete Inlets, Type "G-1"	32 only	150.00	4,800.00
Concrete Inlets, Type "CG-1"	22 only	160.00	3,520.00
Concrete Inlets, Type "G-2"	2 only	155.00	310.00
Concrete Inlets, Type "G-2M"	10 only	155.00	1,550.00
Concrete Inlets, Type Special "G-2M"	8 only	190.00	1,520.00
Concrete Inlets, Type "B"	8 only	150.00	1,200.00
Adjusting Manholes	6 only	100.00	600.00
Reconstructing Concrete Manholes	1 only	200.00	200.00
Concrete Curbs	640 cu.yd.	40.00	25,600.00
Concrete End Pieces	3 only	100.00	300.00
Concrete Driveways	110 sq.yd.	5.00	550.00
Concrete Walks	2,600 sq.yd.	4.50	11,700.00
Extra for A.C. Conc. Approaches	22 only	35.00	770.00
Extra for A.C. Conc. Curbs	2,100 lin.ft.	1.00	2,100.00
Guide Posts, W-1	60 only	8.00	480.00
Guide Posts, Y-1	10 only	8.50	85.00
Guide Posts, Y-2	60 only	9.00	540.00
Type 1 Guard Rail	370 lin.ft.	2.60	962.00
Type 2 Guard Rail	7,400 lin.ft.	2.80	20,720.00

Median Barrier	3,300	lin.ft.	$ 5.60	$ 18,480.00
Type 2 Barricades	1,900	lin.ft.	3.50	6,650.00
Furnishing Field Laboratory Building	All	Required		500.00
Roadside Seeding	11	acre	125.00	1,375.00
Roadside Mulching	8	acre	200.00	1,600.00
Grass Seed Mixture	330	lb.	1.00	330.00
Furnishing and Planting Trees	300	only	12.00	3,600.00
Furnishing and Planting Shrubs, Evergreen and Deciduous	7,300	only	5.00	36,500.00
Furnishing and Planting Rhododendrons and Azaleas	1,530	only	12.00	18,360.00
Furnishing and Planting Vines	52,400	only	0.50	26,200.00
Inorganic Fertilizer, 10-16-8	72	cwt.	8.00	576.00
Organic Fertilizer, 5-3-2	70	cwt.	8.00	560.00
Rhododendron Fertilizer, 8-10-8	5	cwt.	12.00	60.00
Manure Fertilizer	145	cu.yd.	7.00	1,015.00
Mulch	6	acre	12.00	72.00
½-inch Water Pipe	2,100	lin.ft.	0.60	1,260.00
3/4-inch Water Pipe	2,370	lin.ft.	0.65	1,540.50
1-inch Water Pipe	2,600	lin.ft.	0.70	1,820.00
1¼-inch Water Pipe	1,900	lin.ft.	0.80	1,520.00
1½-inch Water Pipe	1,920	lin.ft.	1.05	2,016.00
2-inch Water Pipe	3,570	lin.ft.	1.15	4,105.50
2½-inch Water Pipe	1,200	lin.ft.	1.20	1,440.00
3-inch Water Pipe	1,640	lin.ft.	1.55	2,542.00
½-inch Steel Water Pipe	1,530	lin.ft.	0.70	1,071.00
3/4-inch Steel Water Pipe	210	lin.ft.	0.75	157.50
1¼-inch Steel Water Pipe	50	lin.ft.	1.05	52.50
2-inch Steel Water Pipe	25	lin.ft.	1.50	37.50
2½-inch Gate Valves	3	only	60.00	180.00
2-inch Manual Section Valves	35	only	25.00	875.00
3/4-inch Quick-Coupling Hose Valves	60	only	8.00	480.00
½-inch Manual Drain Valves	80	only	9.00	720.00
2-inch Vacuum Breaker Valves	2	only	240.00	480.00
Shrubbery Sprinkler Heads	720	only	2.00	1,440.00
Agricultural Rotary Sprinkler Heads	20	only	32.00	640.00
Gravel Backfill for Redwood Trees	135	cu.yd.	4.00	540.00
Signing				
Sign Support Footings	All	Required (78%)		8,112.00
Breakaway Sign Posts	All	Required (93%)		3,580.50
Double Sign Supports	All	Required		1,000.00
Cantilever Sign Structures	All	Required (57%)		5,985.00
Sign Bridge Structure	All	Required		16,500.00
Structure Mounts	All	Required		2,000.00
Thermoplastic Pavement Markers	3	only	90.00	270.00
Sign Illumination Equipment	All	Required (80%)		5,280.00
Painted Wood Sign Posts	All	Required (85%)		1,912.50

Type "A" Signs in Place	1,445 sq.ft.	$ 7.50	$	10,837.50
Type "C", "D" and "R" Signs in Place	656 sq.ft.	4.50		2,952.00
Type "E" Signs in Place	85 sq.ft.	4.75		403.75
Type "P" Signs in Place	39 sq.ft.	7.00		273.00
Illumination				
Roadway Illumination Installation, Complete	All Required			39,400.00
Traffic Signals				
Traffic Signal Installation, Complete	All Required (89%)			96,120.00
				$1,536,480.75
Flagging	All Required		$	10,000.00
2 Water Meters	All Required			800.00
Water Usage	All Required			900.00
			$	11,700.00
	Subtotal			$1,548,180.75
	* 10% Engr. & Cont.			154,317.25
				$1,702,498.00

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010

Grading (Sta. 204+50 to Sta. 220+20)(Sta. 222+50 to Sta. 228+00)

Clearing and Grubbing	All Required (20%)		$	17,000.00
Ditch Excavation, Unclassified	5 cu.yd.	$ 2.50		12.50
General Excavation, Unclassified	359,800 cu.yd.	0.45		161,910.00
Overhaul	6,000 C-yd.sta.	0.40		2,400.00
Finishing Roadbed and Slopes	All Required (20%)			1,000.00
Rounding Cutbanks	4,300 cu.yd.	0.20		860.00
Trench Excavation	960 cu.yd.	3.00		2,880.00
Special Backfill in Drains	20 cu.yd.	7.50		150.00
Watering	2,000 M-gal.	3.00		6,000.00
Sand Subbase	3,000 ton	2.00		6,000.00
3/4" - 0 Material in Base	850 ton	2.20		1,870.00
Plant-Mix Stone Base	9,100 ton	2.20		20,020.00
Bituminous Base Mixture	600 ton	4.60		2,760.00
Asphalt in Bituminous Base Mixture	30 ton	30.00		900.00
3/4" - 0 Aggregate in Prime Coat	55 cu.yd.	5.00		275.00
RC-250 Asphalt in Prime Coat	8 ton	45.00		360.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.70		5,875.00
Asphalt in Mixture	70 ton	30.00		2,100.00
15-inch Paved Culvert End Slopes	2 only	35.00		70.00
18-inch Paved Culvert End Slopes	1 only	45.00		45.00
12-inch Culvert Pipe	40 lin.ft.	3.75		150.00
8-inch Storm Sewer Pipe	400 lin.ft.	2.50		1,000.00

Type "A" Signs in Place	1,445 sq.ft.	$ 7.50	$	10,837.50
Type "C", "D" and "R" Signs in Place	656 sq.ft.	4.50		2,952.00
Type "E" Signs in Place	85 sq.ft.	4.75		403.75
Type "P" Signs in Place	39 sq.ft.	7.00		273.00
Illumination				
Roadway Illumination Installation, Complete	All Required			39,400.00
Traffic Signals				
Traffic Signal Installation, Complete	All Required (89%)			96,120.00
				$1,536,480.75
Flagging	All Required		$	10,000.00
2 Water Meters	All Required			800.00
Water Usage	All Required			900.00
			$	11,700.00
	Subtotal			$1,548,180.75
	* 10% Engr. & Cont.			154,317.25
				$1,702,498.00

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010

Grading (Sta. 204+50 to Sta. 220+20)(Sta. 222+50 to Sta. 228+00)

Clearing and Grubbing	All Required (20%)		$	17,000.00
Ditch Excavation, Unclassified	5 cu.yd.	$ 2.50		12.50
General Excavation, Unclassified	359,800 cu.yd.	0.45		161,910.00
Overhaul	6,000 C-yd.sta.	0.40		2,400.00
Finishing Roadbed and Slopes	All Required (20%)			1,000.00
Rounding Cutbanks	4,300 cu.yd.	0.20		860.00
Trench Excavation	960 cu.yd.	3.00		2,880.00
Special Backfill in Drains	20 cu.yd.	7.50		150.00
Watering	2,000 M-gal.	3.00		6,000.00
Sand Subbase	3,000 ton	2.00		6,000.00
3/4" - 0 Material in Base	850 ton	2.20		1,870.00
Plant-Mix Stone Base	9,100 ton	2.20		20,020.00
Bituminous Base Mixture	600 ton	4.60		2,760.00
Asphalt in Bituminous Base Mixture	30 ton	30.00		900.00
3/4" - 0 Aggregate in Prime Coat	55 cu.yd.	5.00		275.00
RC-250 Asphalt in Prime Coat	8 ton	45.00		360.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.70		5,875.00
Asphalt in Mixture	70 ton	30.00		2,100.00
15-inch Paved Culvert End Slopes	2 only	35.00		70.00
18-inch Paved Culvert End Slopes	1 only	45.00		45.00
12-inch Culvert Pipe	40 lin.ft.	3.75		150.00
8-inch Storm Sewer Pipe	400 lin.ft.	2.50		1,000.00

12-inch Storm Sewer Pipe	1,450 lin.ft.	$ 4.00	$	5,800.00
15-inch Storm Sewer Pipe	300 lin.ft.	5.50		1,650.00
18-inch Storm Sewer Pipe	260 lin.ft.	6.50		1,690.00
6-inch Drain Pipe	20 lin.ft.	2.50		50.00
8-inch Drain Pipe	70 lin.ft.	3.00		210.00
6-inch Asbestos Cement Pressure Pipe	370 lin.ft.	5.00		1,850.00
Concrete Manholes, 6 Feet or Less Deep	6 only	300.00		1,800.00
Concrete Manholes, 6 to 12 Feet Deep	1 only	350.00		350.00
Concrete Slope Protectors	1 only	175.00		175.00
Concrete Inlets, Type "G-1"	12 only	150.00		1,800.00
Concrete Inlets, Type "G-2M"	4 only	155.00		620.00
Concrete Inlets, Type Special "G-2M"	2 only	190.00		380.00
Extra for A.C. Concrete Approaches	2 only	35.00		70.00
Type 1 Guard Rail	800 lin.ft.	2.60		2,080.00
Roadside Seeding	3 acre	125.00		375.00
Roadside Mulching	2 acre	200.00		400.00
Grass Seed Mixture	90 lbs.	1.00		90.00
Inorganic Fertilizer, 10-16-8	20 cwt.	8.00		160.00
Signing				
Sign Support Footings	All Required (22%)			2,288.00
Breakaway Sign Posts	All Required (7%)			269.50
Joint Use Pole	All Required			650.00
Cantilever Sign Structures	All Required (43%)			4,515.00
Sign Illumination Equipment	All Required (20%)			1,320.00
Painted Wood Sign Posts	All Required (15%)			337.50
Type "A" Signs in Place	227 sq.ft.	7.50		1,702.50
Type "C", "D" and "R" Signs in Place	131 sq.ft.	4.50		589.50
Traffic Signals				
Traffic Signal Installation, Complete	All Required (11%)			11,880.00
	Subtotal		$	276,739.50
	10% Engr. & Cont.			27,673.50
	Total		$	304,413.00

Type Code X221
Clackamas Highway O'xing No. 9668 (Sta. 97+93 to Sta. 102+26)

Shoring, Cribbing, etc.	All Required (31%)		$	9,920.00
Structural Excavation	1,680 cu.yd.	$ 6.00		10,080.00
Structural Excavation Below Elevation Shown	170 cu.yd.	10.00		1,700.00
Furnish 10 BP 42 Steel Piling	11,470 lin.ft.	5.00		57,350.00
Drive Steel Piles	206 only	70.00		14,420.00
Splice Steel Piles	52 only	40.00		2,080.00
Class "A" Concrete, 3,300 psi (2,700 cu.yd. @ $80.00)	All Required (56%)			217,414.40

Class "A" Lightweight Concrete, 3,300 psi (130 cu.yd. @ $100.00)	All Required (39%)			$ 13,026.00
Class "A" Concrete, 4,000 psi (850 cu.yd. @ $82.00)	All Required (40%)			69,076.80
Reinforcement (1,367,200 lbs. @ $0.14)	All Required (60%)			191,469.60
Metal Parapet Railing, Single Pipe	870 lin.ft.	$	7.00	6,090.00
Preparation of Slopes	530 sq.yd.		2.00	1,060.00
Concrete Slab Riprap	530 sq.yd.		8.00	4,240.00
8-inch Standard Steel Pipe	50 lin.ft.		25.00	1,250.00
8-inch Cast-Iron Soil Pipe	95 lin.ft.		4.00	380.00
1-inch Electrical Conduit	260 lin.ft.		1.50	390.00
1½-inch Electrical Conduit	530 lin.ft.		1.50	795.00
				$ 600,741.80

Type Code X221
East Connection No. 9669 (Sta. 102+32)(Length 504')

Shoring, Cribbing, etc.	All Required (38%)			$ 12,160.00
Structural Excavation	1,130 cu.yd.	$	6.00	6,780.00
Structural Excavation Below Elevation Shown	120 cu.yd.		10.00	1,200.00
Special Wall Backfill	1,600 cu.yd.		5.00	8,000.00
Furnish BP 42 Steel Piling	7,760 lin.ft.		5.00	38,800.00
Drive Steel Piles	114 only		70.00	7,980.00
Splice Steel Piles	32 only		40.00	1,280.00
Class "A" Concrete, 3,300 psi (1,580 cu.yd. @ $80.00)	All Required (32%)			124,236.80
Class "A" Lightweight Concrete, 3,300 psi (204 cu.yd. @ $100.00)	All Required (61%)			20,374.00
Class "A" Concrete, 4,000 psi (390 cu.yd. @ $82.00)	All Required (19%)			32,811.48
Reinforcement (564,200 lbs. @ $0.14)	All Required (25%)			79,779.00
Metal Parapet Railing, Single Pipe	1,490 lin.ft.		7.00	10,430.00
Preparation of Slopes	130 sq.yd.		2.00	260.00
Concrete Slab Riprap	130 sq.yd.		8.00	1,040.00
8-inch Standard Steel Pipe	40 lin.ft.		25.00	1,000.00
1½-inch Electrical Conduit	770 lin.ft.		1.50	1,155.00
8-inch Cast-Iron Soil Pipe	175 lin.ft.		4.00	700.00
				$ 347,986.28

Type Code X021
Johnson Cr. Br. No. 9670 (Sta. 9197)(Length 150')

Shoring, Cribbing, etc.	All Required (3%)			$ 960.00
Structural Excavation	60 cu.yd.	$	6.00	360.00
Structural Excavation Below Elevation Shown	10 cu.yd.		10.00	100.00

Furnish 12 BP 53 Steel Piling	1,170 lin.ft.	$ 6.00	$	7,020.00
Drive Steel Piles	26 only	70.00		1,820.00
Splice Steel Piles	6 only	40.00		240.00
Class "A" Concrete, 4,000 psi (437 cu.yd. @ $82.00)	All Required (21%)			36,265.32
Reinforcement (81,000 lb. @ $0.14)	All Required (3%)			9,573.48
Metal Parapet Railing, Single Pipe	306 lin.ft.	7.00		2,142.00
			$	58,480.80

Type Code X181
SPRR O'xing No. 955A (Sta. 113+82 to Sta. 116+27.12)

Shoring, Cribbing, etc.	All Required (28%)		$	8,960.00
Structural Excavation	930 cu.yd.	$ 6.00		5,580.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00		1,000.00
Special Footing Backfill	200 cu.yd.	5.00		1,000.00
Furnish 10 BP 42 Steel Piling	2,200 lin.ft.	5.00		11,000.00
Drive Steel Piles	40 only	70.00		2,800.00
Splice Steel Piles	10 only	40.00		400.00
Class "A" Concrete, 3,300 psi (573 cu.yd. @ $80.00)	All Required (12%)			46,588.80
Class "A" Concrete, 4,000 psi (429 cu.yd. @ $82.00)	All Required (20%)			34,538.40
55'/60' Type 2 Prestressed Beams	10 only	1,400.00		14,000.00
60'/65' Type 2 Prestressed Beams	30 only	1,600.00		48,000.00
Reinforcement (267,000 lb. @ $0.14)	All Required (12%)			38,293.92
Metal Parapet Railing, Single Pipe	502 lin.ft.	7.00		3,514.00
Preparation of Slopes	1,140 sq.yd.	2.00		2,280.00
Concrete Slab Riprap	1,140 sq.yd.	8.00		9,120.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00		800.00
			$	227,875.12

Subtotal	$1,235,084.00
10% Engr. & Cont.	123,508.00
Total	$1,358,592.00

Length of Roadway Grading and Paving	1.890 miles
Length of Roadway Grading Only	0.402 mile
Length of Structures (2)	0.128 mile
Total Length	2.420 miles
Cost of Grading and Paving Per Mile	$900,792.59
Cost of Grading Only Per Mile	$757,246.26

Retained in Authorized Fund Status

Slide Correction & Foundation	All Required	$ 50,000.00
		$ 50,000.00
	10% Engr. & Cont.	5,000.00
	Total	$ 55,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade & Pave	$1,702,498.00	$1,081,000.00	$ 621,498.00
Grade Only	304,413.00	193,300.00	111,113.00
Structures (4)	1,358,592.00	862,700.00	495,892.00
	$3,365,503.00	$2,137,000.00	$1,228,503.00
Retained in Authorized Fund Status	55,000.00	34,900.00	20,100.00
	$3,420,503.00	$2,171,900.00	$1,248,603.00

STATE WORK

Portable Agricultural Sprinkler Heads	12 only	$20.00	$ 240.00
Adjust Utilities	All Required		20,250.00
RR Prot. Costs	All Required		6,800.00
Other RR Costs	All Required		11,045.00
			$38,335.00

MILWAUKIE-HARMONY ROAD

Prestressed Beam Quantities

55'/60' Type 2 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	5.6 cu.yd.	$100.00	560.00
Reinforcement	1,040 lb.	0.14	145.60
Prestress Wire	660 lb.	0.60	396.00
			$1,401.60
		USE	$1,400.00

60'/65' Type 2 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	6.1 cu.yd.	$100.00	610.00
Reinforcement	1,150 lb.	0.14	161.00
Prestress Wire	850 lb.	0.60	510.00
			$1,581.00
		USE	$1,600.00

Oregon State Highway Depa..ment

Federal-Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION OF THE

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

PS & E estimate.

Salem, Oregon, August 17, 1967

Type Code 6201
Grade and Pave (Sta. 100+33.31 to 204+50)

Clearing and Grubbing	All Required (80%)			$ 68,000.00
Ditch Excavation, Unclass.	245	cu.yd.	$ 2.50	612.50
General Excavation, Unclass.	178,400	cu.yd.	0.45	80,280.00
Embankment Foundation Excavation, Unclassified	38,000	cu.yd.	0.85	32,300.00
Overhaul	336,500	C-yd.sta.	0.40	134,600.00
Finishing Roadbed and Slopes	All Required (80%)			4,000.00
Rounding Cutbanks	3,000	lin.ft.	0.20	600.00
Trench Excavation	7,240	cu.yd.	3.00	21,720.00
Special Backfill in Drains	230	cu.yd.	7.50	1,725.00
Hauling and Placing Peat Soil	18,100	cu.yd.	1.50	27,150.00
Watering	2,200	M-gal.	3.00	6,600.00
Obliteration of Roadway	290	sq.yd.	0.75	217.50
Pavement Replacement	360	lin.ft.	4.00	1,440.00
Sand Subbase	32,600	ton	2.00	65,200.00
3/4" - 0 Material in Base	3,510	ton	2.20	7,722.00
Plant-Mix Stone Base	71,800	ton	2.20	157,960.00
Bituminous Base Mixture	32,700	ton	4.60	150,420.00
Asphalt in Bituminous Base Mixture	1,470	ton	30.00	44,100.00
3/4" - 0 Aggregate in Prime Coat	975	cu.yd.	5.00	4,875.00
RC-250 Asphalt in Prime Coat	152	ton	45.00	6,840.00
Asphalt in Tack Coat	2	ton	60.00	120.00
Class "B" Asphalt Concrete Mixture	30,250	ton	4.70	142,175.00
Asphalt in Mixture	1,670	ton	30.00	50,100.00
12-inch Reinforced Concrete Bridge End Panels	900	sq.yd.	17.50	15,750.00
15-inch Paved Culvert End Slopes	2	only	35.00	70.00
18-inch Paved Culvert End Slopes	5	only	45.00	225.00
24-inch Paved Culvert End Slopes	1	only	60.00	60.00
Class "A" Concrete in Walls	55	cu.yd.	70.00	3,850.00
Reinforcement in Walls	3,900	lb.	0.15	585.00
12-inch Culvert Pipe	790	lin.ft.	3.75	2,962.50
15-inch Culvert Pipe	800	lin.ft.	4.25	3,400.00
18-inch Culvert Pipe	900	lin.ft.	5.25	4,725.00
24-inch Culvert Pipe	400	lin.ft.	8.50	3,400.00
36-inch Culvert Pipe	90	lin.ft.	14.50	1,305.00
8-inch Storm Sewer Pipe	1,560	lin.ft.	2.50	3,900.00

10-inch Storm Sewer Pipe	730 lin.ft.	$ 3.00	$ 2,190.00
12-inch Storm Sewer Pipe	3,400 lin.ft.	4.00	13,600.00
15-inch Storm Sewer Pipe	180 lin.ft.	5.50	990.00
18-inch Storm Sewer Pipe	1,110 lin.ft.	6.50	7,215.00
24-inch Storm Sewer Pipe	570 lin.ft.	8.50	4,845.00
36-inch Storm Sewer Pipe	190 lin.ft.	14.00	2,660.00
8-inch Sanitary Sewer Pipe	700 lin.ft.	3.00	2,100.00
12-inch Sanitary Sewer Pipe	25 lin.ft.	4.50	112.50
24-inch Sanitary Sewer Pipe	1,200 lin.ft.	9.00	10,800.00
6-inch Drain Pipe	650 lin.ft.	2.50	1,625.00
8-inch Drain Pipe	1,710 lin.ft.	3.00	5,130.00
6-inch Mortar Lined and Coated Steel Pipe	330 lin.ft.	4.00	1,320.00
10-inch Mortar Lined and Coated Steel Pipe	290 lin.ft.	5.00	1,450.00
Extra for Pipe Under Railroad	All Required		1,500.00
Metal Bin Type Wall, Station "C" 90+00	All Required		8,000.00
Vertical Alternate Flashing Beacon	3 only	600.00	1,800.00
Concrete Manholes, 6 Feet or Less Deep	14 only	300.00	4,200.00
Concrete Manholes, 6 to 12 Feet Deep	11 only	350.00	3,850.00
Concrete Manholes, Over 12 Feet Deep	6 only	500.00	3,000.00
Concrete Slope Protectors	1 only	175.00	175.00
Concrete Inlets, Type "C-1"	32 only	150.00	4,800.00
Concrete Inlets, Type "CC-1"	22 only	160.00	3,520.00
Concrete Inlets, Type "C-2"	2 only	155.00	310.00
Concrete Inlets, Type "C-2I"	10 only	155.00	1,550.00
Concrete Inlets, Type Special "C-2I"	8 only	190.00	1,520.00
Concrete Inlets, Type "S"	8 only	150.00	1,200.00
Adjusting Manholes	6 only	100.00	600.00
Reconstructing Concrete Manholes	1 only	200.00	200.00
Concrete Curbs	640 cu.yd.	40.00	25,600.00
Concrete End Pieces	3 only	100.00	300.00
Concrete Driveways	110 sq.yd.	5.00	550.00
Concrete Walks	2,600 sq.yd.	4.50	11,700.00
Extra for AC Concrete Approaches	22 only	35.00	770.00
Extra for AC Concrete Curbs	2,100 lin.ft.	1.00	2,100.00
Guide Posts, W-1	60 only	8.00	480.00
Guide Posts, Y-1	10 only	8.50	85.00
Guide Posts, Y-2	60 only	9.00	540.00
Type 1 Guard Rail	370 lin.ft.	2.60	962.00
Type 2 Guard Rail	7,400 lin.ft.	2.80	20,720.00
Median Barrier	3,300 lin.ft.	5.60	18,480.00
Type 2 Barricades	1,900 lin.ft.	3.50	6,650.00
Furnishing Field Laboratory Building	All Required		500.00

Roadside Seeding	11 acre	$125.00	$ 1,375.00
Roadside Mulching	8 acre	200.00	1,600.00
Grass Seed Mixture	330 lb.	1.00	330.00
Furnishing and Planting Trees	300 only	12.00	3,600.00
Furnishing and Planting Shrubs, Evergreen and Deciduous	7,300 only	5.00	36,500.00
Furnishing and Planting Rhododendrons and Azaleas	1,530 only	12.00	18,360.00
Furnishing and Planting Vines	52,400 only	0.50	26,200.00
Inorganic Fertilizer, 10-16-8	72 cwt.	8.00	576.00
Organic Fertilizer, 5-3-2	70 cwt.	8.00	560.00
Rhododendron Fertilizer, 8-10-8	5 cwt.	12.00	60.00
Manure Fertilizer	145 cu.yd.	7.00	1,015.00
Mulch	6 acre	12.00	72.00
1/2-inch Water Pipe	2,100 lin.ft.	0.60	1,260.00
3/4-inch Water Pipe	2,370 lin.ft.	0.65	1,540.50
1-inch Water Pipe	2,600 lin.ft.	0.70	1,820.00
1 1/4-inch Water Pipe	1,900 lin.ft.	0.80	1,520.00
1 1/2-inch Water Pipe	1,920 lin.ft.	1.05	2,016.00
2-inch Water Pipe	3,570 lin.ft.	1.15	4,105.50
2 1/2-inch Water Pipe	1,200 lin.ft.	1.20	1,440.00
3-inch Water Pipe	1,640 lin.ft.	1.55	2,542.00
1/2-inch Steel Water Pipe	1,530 lin.ft.	0.70	1,071.00
3/4-inch Steel Water Pipe	210 lin.ft.	0.75	157.50
1 1/4-inch Steel Water Pipe	50 lin.ft.	1.05	52.50
2-inch Steel Water Pipe	25 lin.ft.	1.50	37.50
2 1/2-inch Gate Valves	3 only	60.00	180.00
2-inch Manual Section Valves	35 only	25.00	875.00
3/4-inch Quick-Coupling Hose Valves	60 only	8.00	480.00
1/2-inch Manual Drain Valves	80 only	9.00	720.00
2-inch Vacuum Breaker Valves	2 only	240.00	480.00
Shrubbery Sprinkler Heads	720 only	2.00	1,440.00
Agricultural Rotary Sprinkler Heads	20 only	32.00	640.00
Gravel Backfill for Redwood Trees	135 cu.yd.	4.00	540.00

SIGNING

Sign Support Footings	All Required (78%)		8,112.00
Breakaway Sign Posts	All Required (93%)		3,580.50
Double Sign Supports	All Required		1,000.00
Cantilever Sign Structures	All Required (57%)		5,985.00
Sign Bridge Structure	All Required		16,500.00
Structure Mounts	All Required		2,000.00
Thermoplastic Pavement Markers	3 only	90.00	270.00
Sign Illumination Equipment	All Required (80%)		5,280.00
Painted Wood Sign Posts	All Required (85%)		1,912.50
Type "A" Signs in Place	1,445 sq.ft.	7.50	10,837.50
Type "C", "D" and "R" Signs in Place	656 sq.ft.	4.50	2,952.00
Type "E" Signs in Place	85 sq.ft.	4.75	403.75

Type "P" Signs in Place	39 sq.ft.	$ 7.00	$ 273.00
ILLUMINATION			
Roadway Illumination Installation, Complete	All Required		39,400.00
TRAFFIC SIGNALS			
Traffic Signal Installation, Complete	All Required (89%)		96,120.00
			$1,536,480.75
Flagging	All Required		10,000.00
2 Water Meters	All Required		800.00
Water Usage	All Required		900.00
			$ 11,700.00
	Subtotal		$1,548,180.75
	*10% Engr. & Cont.		154,317.25
			$1,702,498.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010

Grading (Sta. 204+50 to Sta. 220+20)(Sta. 222+50 to Sta. 228+00)

Clearing and Grubbing	All Required (20%)		$ 17,000.00
Ditch Excavation, Unclass.	5 cu.yd.	$ 2.50	12.50
General Excavation, Unclass.	359,800 cu.yd.	0.45	161,910.00
Overhaul	6,000 C-yd.sta.	0.40	2,400.00
Finishing Roadbed and Slopes	All Required (20%)		1,000.00
Rounding Cutbanks	4,300 cu.yd.	0.20	860.00
Trench Excavation	960 cu.yd.	3.00	2,880.00
Special Backfill in Drains	20 cu.yd.	7.50	150.00
Watering	2,000 M-gal.	3.00	6,000.00
Sand Subbase	3,000 ton	2.00	6,000.00
3/4" - 0 Material in Base	850 ton	2.20	1,870.00
Plant-Mix Stone Base	9,100 ton	2.20	20,020.00
Bituminous Base Mixture	600 ton	4.60	2,760.00
Asphalt in Bituminous Base Mixture	30 ton	30.00	900.00
3/4" - 0 Aggregate in Prime Coat	55 cu.yd.	5.00	275.00
MC-250 Asphalt in Prime Coat	8 ton	45.00	360.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.70	5,875.00
Asphalt in Mixture	70 ton	30.00	2,100.00
15-inch Paved Culvert End Slopes	2 only	35.00	70.00
18-inch Paved Culvert End Slopes	1 only	45.00	45.00
12-inch Culvert Pipe	40 lin.ft.	3.75	150.00
8-inch Storm Sewer Pipe	400 lin.ft.	2.50	1,000.00

12-inch Storm Sewer Pipe	1,450	lin.ft.	$ 4.00	$ 5,800.00
15-inch Storm Sewer Pipe	300	lin.ft.	5.50	1,650.00
18-inch Storm Sewer Pipe	260	lin.ft.	6.50	1,690.00
6-inch Drain Pipe	20	lin.ft.	2.50	50.00
8-inch Drain Pipe	70	lin.ft.	3.00	210.00
6-inch Asbestos Cement Pressure Pipe	370	lin.ft.	5.00	1,850.00
Concrete Manholes, 6 Feet or Less Deep	6	only	300.00	1,800.00
Concrete Manholes, 6 to 12 Feet Deep	1	only	350.00	350.00
Concrete Slope Protectors	1	only	175.00	175.00
Concrete Inlets, Type "G-1"	12	only	150.00	1,800.00
Concrete Inlets, Type "G-2M"	4	only	155.00	620.00
Concrete Inlets, Type Special "G-2M"	2	only	190.00	380.00
Extra for AC Concrete Approaches	2	only	35.00	70.00
Type 1 Guard Rail	800	lin.ft.	2.60	2,080.00
Roadside Seeding	3	acre	125.00	375.00
Roadside Mulching	2	acre	200.00	400.00
Grass Seed Mixture	90	lb.	1.00	90.00
Inorganic Fertilizer, 10-16-8	20	cwt.	8.00	160.00
SIGNING				
Sign Support Footings	All Required (22%)			2,288.00
Breakaway Sign Posts	All Required (7%)			269.50
Joint Use Pole	All Required			650.00
Cantilever Sign Structures	All Required (43%)			4,515.00
Sign Illumination Equipment	All Required (20%)			1,320.00
Painted Wood Sign Posts	All Required (15%)			337.50
Type "A" Signs in Place	227	sq.ft.	7.50	1,702.50
Type "C", "D" and "R" Signs in Place	131	sq.ft.	4.50	589.50
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	All Required (11%)			11,880.00
	Subtotal			$276,739.50
	10% Engr. & Cont.			27,673.50
	Total			$304,413.00

Type Code X221
Clackamas Highway O'xing No. 9668 (Sta. 97+93 to Sta. 102+26)

Shoring, Cribbing, Etc.	All Required (31%)			$ 9,920.00
Structural Excavation	1,680	cu.yd.	$ 6.00	10,080.00
Structural Excavation Below Elevation Shown	170	cu.yd.	10.00	1,700.00

Furnish 10 BP 42 Steel Piling	11,470	lin.ft.	$ 5.00	$ 57,350.00
Drive Steel Piles	206	only	70.00	14,420.00
Splice Steel Piles	52	only	40.00	2,080.00
Class "A" Concrete, 3,300 psi (2,700 cu.yd. @ $80.00)	All Required (56%)			217,414.40
Class "A" Lightweight Concrete, 3,300 psi (130 cu.yd. @ $100.00)	All Required (39%)			13,026.00
Class "A" Concrete, 4,000 psi, (850 cu.yd. @ $82.00)	All Required (40%)			69,076.80
Reinforcement (1,367,200 lbs. @ $0.14)	All Required (60%)			191,469.60
Metal Parapet Railing, Single Pipe	870	lin.ft.	7.00	6,090.00
Preparation of Slopes	530	sq.yd.	2.00	1,060.00
Concrete Slab Riprap	530	sq.yd.	8.00	4,240.00
6-inch Standard Steel Pipe	50	lin.ft.	15.00	750.00
8-inch Standard Steel Pipe	100	lin.ft.	25.00	2,500.00
1-inch Electrical Conduit	260	lin.ft.	1.50	390.00
1 1/4-inch Electrical Conduit	530	lin.ft.	1.50	795.00
				$602,361.80

Type Code X221
East Connection No. 9669 (Sta. 102+32)(Length 504')

Shoring, Cribbing, Etc.	All Required (38%)			$ 12,160.00
Structural Excavation	1,130	cu.yd.	$ 6.00	6,780.00
Structural Excavation Below Elevation Shown	120	cu.yd.	10.00	1,200.00
Special Wall Backfill	1,600	cu.yd.	5.00	8,000.00
Furnish 10 BP 42 Steel Piling	7,760	lin.ft.	5.00	38,800.00
Drive Steel Piles	114	only	70.00	7,980.00
Splice Steel Piles	32	only	40.00	1,280.00
Class "A" Concrete, 3,300 psi (1,580 cu.yd. @ $80.00)	All Required (32%)			124,236.80
Class "A" Lightweight Concrete, 3,300 psi (204 cu.yd. @ $100.00)	All Required (61%)			20,374.00
Class "A" Concrete, 4,000 psi (390 cu.yd. @ $82.00)	All Required (19%)			32,811.48
Reinforcement (564,200 lbs. @ $0.14)	All Required (25%)			79,779.00
Metal Parapet Railing, Single Pipe	1,490	lin.ft.	7.00	10,430.00
Preparation of Slopes	130	sq.yd.	2.00	260.00
Concrete Slab Riprap	130	sq.yd.	8.00	1,040.00
6-inch Standard Steel Pipe	210	lin.ft.	15.00	3,150.00
1 1/4-inch Electrical Conduit	770	lin.ft.	1.50	1,155.00
				$349,436.28

Type Code X021
Johnson Cr. Br. No. 9670 (Sta. 9197)(Length 150')

Shoring, Cribbing, Etc.	All Required (3%)			$ 960.00
Structural Excavation	60 cu.yd.	$ 6.00		360.00
Structural Excavation Below Elevation Shown	10 cu.yd.	10.00		100.00
Furnish 12 BP 53 Steel Piling	1,170 lin.ft.	6.00		7,020.00
Drive Steel Piles	26 only	70.00		1,820.00
Splice Steel Piles	6 only	40.00		240.00
Class "A" Concrete, 4,000 psi (437 cu.yd. @ $82.00)	All Required (21%)			36,265.32
Reinforcement (81,000 lbs. @ $0.14)	All Required (3%)			9,573.48
Metal Parapet Railing, Single Pipe	306 lin.ft.	7.00		2,142.00
				$ 58,480.80

Type Code X181
S.P.R.R. O'xing No. 9554 (Sta. 113+82 to Sta. 116+27.12)

Shoring, Cribbing, Etc.	All Required (28%)			$ 8,960.00
Structural Excavation	930 cu.yd.	6.00		5,580.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00		1,000.00
Special Footing Backfill	200 cu.yd.	5.00		1,000.00
Furnish 10 BP 42 Steel Piling	2,200 lin.ft.	5.00		11,000.00
Drive Steel Piles	40 only	70.00		2,800.00
Splice Steel Piles	10 only	40.00		400.00
Class "A" Concrete, 3,300 psi (573 cu.yd. @ $80.00)	All Required (12%)			46,588.80
Class "A" Concrete, 4,000 psi (429 cu.yd. @ $82.00)	All Required (20%)			34,538.40
55'/60' Type 2 Prestressed Beams	10 only	1,400.00		14,000.00
60'/65' Type 2 Prestressed Beams	30 only	1,600.00		48,000.00
Reinforcement (267,000 lbs. @ $0.14)	All Required (12%)			38,293.92
Metal Parapet Railing, Single Pipe	502 lin.ft.	7.00		3,514.00
Preparation of Slopes	1,140 sq.yd.	2.00		2,280.00
Concrete Slab Riprap	1,140 sq.yd.	8.00		9,120.00
8-inch Metal Drain Pipe, Type "A" Coating	200 lin.ft.	4.00		800.00
				$ 227,875.12
	Subtotal			$1,238,154.00
	10% Engr. & Cont.			123,815.00
	Total			$1,361,969.00

Length of Roadway Grading and Paving	1.890 Miles
Length of Roadway Grading Only	0.402 Mile
Length of Structures (2)	0.128 Mile
Total Length	2.420 Miles
Cost of Grading and Paving Per Mile	$900,792.59
Cost of Grading Only Per Mile	757,246.26

Retained in Authorized Fund Status

Slide Correction & Foundation	All Required	$50,000.00
		$50,000.00
	10% Engr. & Cont.	5,000.00
	Total	$55,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$1,702,498.00	$1,081,000.00	$ 621,498.00
Grade Only	304,413.00	193,300.00	111,113.00
Structures (4)	1,361,969.00	864,700.00	497,269.00
	$3,368,880.00	$2,139,000.00	$1,229,880.00
Retained in Authorized Fund Status	55,000.00	34,900.00	20,100.00
	$3,423,880.00	$2,173,900.00	$1,249,980.00

STATE WORK

Portable Agricultural Sprinkler Heads	12 only	$20.00	$ 240.00
Adjust Utilities	All Required		20,250.00
R.R. Protective Costs	All Required		6,800.00
Other R.R. Costs	All Required		11,045.00
			$38,335.00

MILWAUKIE-HARMONY ROAD

PRESTRESSED BEAM QUANTITIES

55'/60' Type 2 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	5.6 cu.yd.	$100.00	560.00
Reinforcement	1,040 lbs.	0.14	145.60
Prest. Wire	660 lbs.	00.60	396.00
			$1,401.60

Use $1,400.00

60'/65' Type 2 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	6.1 cu.yd.	$100.00	610.00
Reinforcement	1,150 lbs.	0.14	161.00
Prest. Wire	850 lbs.	0.60	510.00
			$1,581.00

Use $1,600.00

RECEIVED
MAR 19 1971
Form 6
(15-2-7.1.0)
7089

March 17, 1971

The Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $5,989.28 will be made to Babler Bros., Inc., on Contract No. 7089 for work on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,258,380.48 including the post-final payment. Of the total $40,892.02 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Cbz

cc Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Walter B. Ad[illegible] Jr.
Equitable Building
Portland, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulian

RECEIVED
MAR 15 1971
FOR FILING

US-271(8)
7089

March 12, 1971

Briggs Nursery
4407 Henderson Boulevard
Olympia, Washington 98501

Attention: Bruce Briggs

Gentlemen:

This is to acknowledge receipt of your letter of March 4 advising us that Spragues, Inc. of Lynnwood, Washington, owes you (amount not stated) for shrubs delivered on November 2 and 9, 1970, for the Milwaukie-Harmony Road Project.

From the description given in your letter, this appears to be in connection with the Babler Bros., Inc., Contract No. 7089 for work on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

The Travelers Indemnity Company through Walter B. Ango, Jr., Equitable Building, Portland, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and surety for such payment. Contract payments are not withheld by us unless requested by the surety or by our own Division.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. This contract was completed on January 6, 1970, and accepted by the Highway Commission on January 26, 1971.

Attached are excerpts from the Oregon Laws outlining the filing procedure. Your claim may be filed with this office or with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.
CWH:fkn

Briggs NURSERY
WHOLESALE GROWERS SINCE 1912
4407 HENDERSON BOULEVARD
OLYMPIA, WASHINGTON 98501
TELEPHONE 352-5405
AREA CODE 206

Landscape Division
Oregon Department of Highways
Salem, Oregon 97301

March 4, 1971

#7089

Gentlemen:

We supplied part of the shrubs to Spragues, Inc. of Lynnwood, Washington on the Job #232, Milwaukie-Harmony Rd. project.

We made delivery on two loads November 2 and 9, 1970. To date we have still not been paid for these shrubs.

We are writing to see if Spragues' Inc. have been paid in full on this job, or if there is still money held back against which we might file.

Our Washington State Highway Department holds back 10% until final completion is satisfied and we presume that you may have a similar procedure. If there are still monies held, will you kindly forward the necessary forms for us to fill out to file against this account. Thank you.

Very truly yours,

BRIGGS NURSERY

by Bruce Briggs

CK ✓ (checked with Ed Pease)

NOTED
FLOYD QUERY
3-10-71

Our terms are cash. A 1 per cent per month charge will be made against all overdue accounts.

Orders are booked subject to crop conditions or error in count, and with the understanding that same shall be void should injury befall the stock from causes beyond our control.

We exercise the greatest care to keep our varieties true to name, and are ready at any time to replace, free of charge, nursery stock that is proven to be untrue to name, or to refund the original amount paid. However, we shall in no case be liable for any sum greater than the original purchase price of such stock.

NOTED
C. W. HEAD

OSHD
Region
Wash DC
Christianson, Area Engr

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	16 3-1-71	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-24-71	P. E. O'Neil, Asst Area Engr		US-271(8)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1-6-71	January 26, 1971	117.5 %	460 cwd
APPROVED EXTENSIONS	**LOCATION**		
89	St.Rd. Jct. US 99E (Milwaukie) SE 2.46 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, & Traffic Control Devices

The project provided for grading, drainage and surfacing for four 12' lanes, 10' shoulders and 10' to 16' median with left turn refuge. Illumination was installed at US 99E Interchange. Traffic signals were installed at Harrison Street, Oak Street, Monroe Street, Edison Street, and the DR line.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on January 6, 1971. The project was accepted on January 26, 1971, at which time 549 chargeable days had elapsed. The chargeable time was 89 days over contract time; however, an 89-day time extension was approved.

The final cost of the contract was $3,629,682.92 which is an overrun of 1.02%. There were some significant overruns and underruns; however, the net result was a small overrun. All the overruns and underruns are satisfactorily explained by the State.

Copy to Construction 3-1-71

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE C. T. Christianson		SIGNATURE R. E. Simpson Original Signed by R. E. Simpson	
TITLE Area Engineer	DATE 3-1-71	TITLE Division Engineer	DATE

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
FEB 10 1971
FOR FILE

(US-271(2))
1089

February 10, 1971

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On January 28, 1971, we wrote to you concerning release of final payment on Contract No. 7089 awarded to Bahler Bros., Inc., for work on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $16,035.34 and the total contract amount is $3,252,391.20, including $34,902.74 for work performed under force account.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Bahler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Walter B. Ango, Jr.
Equitable Building
Portland, Oregon

bc Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
JAN 29 1971
FOR FILE
LLS-2
7089

January 26, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed January 6, 1970 on Contract No. 7089. The contract was with Babler Bros., Inc. and was for grading, paving, structures and traffic control devices on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 26, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

RECEIVED
JAN 25 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

January 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7089
Prefix 103-1095
FAP US-271(8)

Dear Sir:

The replacement planting work under Contract No. 7089, Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County, was completed January 6, 1971.

We request that your office return a signed copy of this letter indicating acceptance or listing any items or conditions below which would prevent your final acceptance of the contract work.

1-25-71 Cy to Construction

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
JAN 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement Date 1-6-71

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

NOTED
TOM EDWARDS

VG:fw
cc: R. L. Porter
F. D. Morgan

11-27-70

FORM 1 81 - 2 64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: Milwaukie-Harmony Rd. Interchange Sec.	SECTION: Milwaukie-Harmony Rd. Interchange	WEEK ENDING: Jan. 8, 1971
CONTRACTOR: Babler Brothers, Inc.	HIGHWAY: Clackamas	SECTION PREFIX: 103-1095
DATE OF CONTRACT: October 2, 1967	KIND OF WORK: Grading, paving, structures, & traffic control devices	COUNTY: Clackamas
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	CONTRACT NUMBER: 7089	FEDERAL AID PROJECT NUMBER: US - 271 (8)
PROJECT AUTHORIZATION: $3,538,272.93	DATE WORK STARTED: October 8, 1967	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $3,286,662.41	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work / 549	WORK DAYS USED / CALENDAR DAYS USED: work / 549
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $3,270,589.75	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0.9 %	ENGINEERING AUTHORIZATION: $251,610.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
	ENGINEERING COST TO DATE: $391,105.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
	PERCENT OF AUTHORIZATION: 155.44%	DATE PROJECT WAS COMPLETED: Jan. 6, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Landscaping	Traffic Control
100%	100%	100%	100%	100%		100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.42	1.89			1.89
MILES PARTIALLY COMPLETED	2.42	1.89			1.89
MILES COMPLETED	2.42	1.89			1.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	576,200	154,160			31,500 Tons Mix 1,740 Tons Asph
TOTAL QUANTITIES CORRECTED TO DATE	594,000	166,591			32,750
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	594,000	166,591			32,750
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9668	9669	9670	9554				
PERCENT	100%	100%	100%	100%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Jan. 3 SUNDAY	Clear/Cold	0		
Jan. 4 MONDAY	Fog/ Clear/Freezing*	0		BEN GIFFORD
Jan. 5 TUESDAY	Clear/Cold	0		
Jan. 6 WEDNESDAY	Overcast/ Lt. Rain/Cold	0		
Jan. 7 THURSDAY	Cold/Drizzle	0		
Jan. 8 FRIDAY	Cold/Rain	0		
Jan. 2 SATURDAY	Overcast/Cold	0		

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JAN 11 1971
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jan. 3 SUNDAY	No Work
Jan. 4 MONDAY	No Work
Jan. 5 TUESDAY	No Work
Jan. 6 WEDNESDAY	Final Insp. completed today with Rep's from B.P.R. & O.S.H.D. Maurice D. Payne, Res. Engr. — Pat O'Neil, B.P.R. Pat Murphy, Insp. — Harold Blake, Cont. Superintendent C.T. Christianson, B.P.R. — Roy Olson, Landscape Engr.
Jan. 7 THURSDAY	
Jan. 8 FRIDAY	
Jan. 2 SATURDAY	

REMARKS

Post Semi-Final will be submitted next week

Maurice D. Payne

SIGNED Maurice D. Payne
Res. Engr.

LOCATION Oregon City, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 8-28-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature] Dist. Engineer
TITLE
DATE 8-28-70

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date S. August 13, 1970

Project Name Milwaukie-Harmony Rd. Interch.
Highway Clackamas
County Clackamas
Contractor Babler Bros., Inc.
Address 4617 S.E. Milwaukie Ave., Portland, Oregon 97202

Contract No. 7089
Prefix 103-1095
F. A. Project No. US-271 (8)
Order No. 9 (Supplemental #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair roadway earth slopes & restore landscape plantings as required.

Location by station numbers: (1) Lt. L 116+00 - L 118+00

(2) Throughout Project as required.

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor:	1,359.48	+ 20% =	1,631.38	
Equipment :	1,731.82	+ 15% =	1,991.59	
Material :	3,037.50	+ 15% =	3,493.13	Quarry rock 1,350 c.y. @ $2.25/c.y.
Material :	393.18	+ 15% =	452.16	(other)
		Total	7,568.26	
		Approved on E.W.O. #9	5,000.00	
		Additional Required	2,568.26	

Reason for over-run: It was necessary to clean & reshape channel change Lt. L 190-L 205.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Roadway slopes, consisting of sandy-silt material, have slumped and slide out. This is due to saturation from recent heavy rains. Landscape plantings will require restoration in some area's. Payment for work as per OSHD & A.G.C. Agreement and contract specifications. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,538,272.93
Present estimate of project cost, including $2,568.26 for work under this order	$3,660,402.42
Expected under-run / over-run amount	$122,129.49
Expected under-run / over-run per cent	3.45%

NOTED
TOM EDWARDS

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne, Resident Engineer

Approval Recommended: [signature], Division Engineer

Approval Recommended: [signature] for Construction Engineer or Bridge Engineer

Approved [signature] 9-15-70, State Highway Engineer, Right[illegible]

State Printing

Form F 205-614

STATE COPY

G-11

APPROVED EFFECTIVE DATE 7-22-70
Contingent upon modification of project agreement if additional funds are required

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

BY L. Green
Engineering Coordinator

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 7-21-70

U.S. BUREAU OF PUBLIC ROADS

Project Name Milwaukie-Harmony Rd. Interchange Section — Date June 26, 1970

Highway Clackamas — Contract No. 7089

County Clackamas — Prefix 103-1095

Contractor Babler Bros., Inc. — F. A. Project No. US-271(8)

Address 4617 S.E. Milwaukie Ave., Portland, Oregon 97202 — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Condition plant beds as follows: Remove living plants, heal-in. Apply Lime at the rate of 2,000 lbs. per Acre. Till Lime & existing sawdust to depth of 6". Place 2" mushroom fertilizer and till into sawdust and soil mixture. Apply inorganic fertilizer at the rate of 600 lbs. per Acre and till. Replace living plants.

Location by station numbers:

MS 345-347 Lt.
MS 355-360 Lt.
MS 361-375 Lt.
A2 95-98 Lt.
} Milwaukie Interchange Area

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Equipment:	$800.
Labor:	900.
Material:	3,900.
Total:	$5,600.

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Plant beds are in need of special conditioning to ensure quality plant grouth. Work to be performed in accordance with contract specifications. Payment to be as per A.G.C. - O.S.H.D. agreement & Contract Specs. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	~~$3,538,272.93~~	
Present estimate of project cost, including $5,600. for work under this order	$3,634,683.00	
Expected ~~under-run~~ over-run amount	$96,410.00	
Expected ~~under-run~~ over-run per cent	2.72%	

Submitted by: Maurice D. Payne — Resident Engineer
Maurice D. Payne

Approval Recommended: [signature] — Division Engineer

Approval Recommended: [signature] 1-23-71 — Construction Engineer or Bridge Engineer

Approved: [signature] — Deputy State Highway Engineer, Assistant State Highway Engineer or

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APR 14 1970
FOR FILING

US-271(4)
7089

3K

#1

March 18, 1970

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on March 17, 1970, considered your request for a 130-day time extension on Contract No. 7089 for work on the Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County.

The Commission approved an extension of 89 days thereby eliminating all assessed liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
bc: F. D. Morgan
V. E. Skoog
L. W. Rulien
M. D. Payne
Bureau of Public Roads

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 2, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon US 271(8), Contract No. 7089
Milwaukie-Harmony Road Section
Clackamas Highway
Grading, Paving, Structures, and Traffic Control Devices

Your January 26 letter requested our concurrence in an 89 day extension of time on the subject contract.

The extension of time has been adequately supported and is approved.

copies 2-4-70
REFERRED TO
By Asst. State Hwy. Engr

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1970

SUBJECT: Milwaukie-Harmony Road Section
Contract No. 7089
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Babler Bros., Inc. has requested a 130-day time extension on this project because of grading delay during August, 1968 rains, Price Agreement No. 10 illumination changes, and other changes causing landscaping to carry over to the fall 1969 planting season. The contractor's request was rather poorly prepared in my opinion and before the main work was completed. The Division returned it to the Resident twice for more analysis and still had trouble properly evaluating the reasons, hence the delay to this time.

Actually, stop work orders over the Labor Day holiday and to delay planting until the fall season have held the liquidated damages to 89 days to date. This is expected to be the extent of the liquidated damages as the project should be completed during the current winter dormant period. Attached is a list showing the accumulation of time, and a chart of major items progress.

This contract is unusual in that it includes landscape development along with what was primarily a grading, paving and structures project. The time control on this project would have been better expressed with two dates, with a second phase added to account for the landscaping work. The landscaping turns out to be the control on the time since September 5. Three significant Price Agreements are pertinent to this time extension.

Price Agreement No. 6 covers an overrun in excavation which ultimately amounted to some 36,000 cubic yards (or 7 percent of the bid quantity). This had to be secured as borrow from outside the right of way and the quantity alone at the contractor's average rate of production of 4,000 yards per workday will justify 12 calendar days. The need for this material was complicated by some cross haul within the project to make the best use of some gravelly material taken from below grade for selected use in backfilling some foundation excavation areas. This double handling and the additional haul involved justifies an additional 6 days (occurring between June 25 and July 15, 1968). Though the quantity and related time for this reason are comparatively minor, they are very significant in the overall perspective. Unusual late summer rains interferred so that the grading at the end of the 1968 season was about 93 percent complete, leaving 7 percent carried over, which is just the overrun quantity.

Price Agreement No. 10 covered an extensive change in the roadway illumination and signalization. This Price Agreement evolved after two changes in the poles and bases and the approved Price Agreement was released March 17, 1969. The 460 calendar workdays allowed on the project elapsed by July 23. The acquisition of the steel poles requires several months and the first poles were received on the project July 23, the same day the original contract time had elapsed. The paving was completed on August 1, so about that time the signal and illumination work controlled the completion (except for the landscaping which could not resume until fall anyway). I would recommend 22 days for the Price Agreement No. 10 illumination change and would allot this time to the period from August 10 to September 5 (with 3 days deducted for a stop work order over Labor Day).

Price Agreement No. 5 covered a substantial addition to the landscaping and sprinkler system work. It extended the landscaping area on northerly along the existing Pacific Highway East. Since for other reasons (including Price Agreement No. 6 excavation overrun) the project could not be completed to a stage where the landscaping could be performed in the spring planting season of 1969, it had to wait for the fall planting season and was all the work left to do after the illumination was finished in early September. The landscaping added by Price Agreement No. 5 in itself would obviously justify substantial time. The delaying effect of the grading overrun affects the original contract landscaping also. I would therefore recommend the remaining 49 days which have been charged from October 12 to the end of November for the landscaping changes.

To summarize, we recommend an 89-day extension derived as follows:

Grading Overrun and related changes, PA 6	18 days
Signal and illumination changes, PA 10	22 days
Landscaping changes and effect of other delays	49 days
	89

Liquidated damages accrue at the rate of $300 per day and have been assessed in the amount of $26,700. This is an Urban Secondary project and requires Bureau of Public Roads concurrence. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
FEB 9 - 1970
FOR FILING
US-271 B
7089

February 6, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 17, 1970 meeting

Gentlemen:

Rabler Bros., Inc., has requested a 130-day time extension on the Milwaukie-Harmony Road Section of the Clackamas Highway, Contract No. 7089, in Clackamas County. The contractor cites unusual August 1968 rains, illumination changes and accumulated delays of landscape planting into the fall 1969 planting seasons.

A seven percent overrun in the General Excavation item proved to be critical in its effect on subsequent work, particularly the landscaping, which is the last item of work performed. The excavation overrun along with adverse late 1968 summer weather (which in itself is not a valid reason for extension) caused a segment of the grading work to carry over into the 1969 season. The quantity overrun based on the contractor's actual production justifies an 18-day extension but the actual effect on the overall project progress was more than this.

Extensive changes in the illumination and signalization items were made during the project to conform to our current standards. Because the steel poles involved require several months to acquire from the supplier, this caused the illumination installations to be a very late item after the time allowed under the contract had elapsed. This change in the illumination justifies a 22-day extension.

In addition to the landscaping work being delayed by the earlier grading overrun, a significant quantity of landscaping was added at the westerly end of the project where it connects into the existing Pacific East Highway to obtain a better appearance and transition. This additional work along with the delay to the regular landscape items attributable to other factors justifies an extension of 49 days for the last segment of time charged in 1969 after all other work had been completed.

I, therefore, recommend an extension of 83 days which will delete all liquidated damages which have been assessed in the amount of $26,700. This is an Urban Secondary Project and we have the concurrence of the Bureau of Public Roads.

This matter was verbally approved by Chairman Jackson on February 5 and it will be on the agenda for your confirmation at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. W. Rulien

JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7089 Contractor Bubler Bros., Inc.

Highway Clackamas

Section Milwaukie-Harmony Road Interchange

Kind of Work Grading, Paving, Structures and Traffic Control Devices

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend an 89-day extension for grading overrun and related changes, P.A. #6, Signal and illumination changes, P.A. #10 and Landscaping changes and effect of other delays.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7089
Project designation	[illegible] (8) State-Federal
Date awarded	Oct. 2, 1967
Work started	Oct. 9, 1967
Per cent completed	95% 12/1/69 Date
No. of Workdays Allowed	460
No. of Workdays Used	549
No. of Added Workdays Requested	

State Printing 37020

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 22 1969
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Oregon State Highway Commission
Salem, Oregon

Date Jul. 23, 19 69.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 460 days to 530 days, within which to complete our Contract No. 7089, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Aug. 13, 1968 to Sep. 3, 1968 - Scrapers unable to work.
Mar. 22, 1969 to Jul. 31, 1969*- P.A. No. 10 changed Roadway Illumination and Traffic Signal Installation - Balance of changed materials expected on job end of this month*.
Other Price Agreement changes and quantity overruns caused planting to be rescheduled to the Fall of 1969. Other delays were due to problems with utilities and other State agencies.

Respectfully submitted,

BAILER BROS., INC.
Contractor

By Lloyd Bailey
Lloyd Bailey, President

CONSENT OF SURETY

Date July 25, 1969, 19

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

G. P. Dinneen Attorney-in-fact

(SEAL)

G. P. Dinneen Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7089 Contractor Babler Bros., Inc.

Highway Clackamas

Section Milwaukie-Harmony Road Interchange

Kind of Work Grading, Paving, Structures and Traffic Control Devices

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend an 89-day extension for grading overrun and related changes, P.A. #6, Signal and illumination changes, P.A. #10 and Landscaping changes and effect of other delays.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing 27069

Contract No.	7089
Project designation	US 271(8) State-Federal
Date awarded	Oct. 2, 1967
Work started	Oct. 8, 1967
Per cent completed	99% 12/1/69 Date
No. of Workdays Allowed	460
No. of Workdays Used	549
No. of Added Workdays Requested	

BRIDGE DIVISION

E-320 (Rev.)—8M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 22 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

Oregon State Highway Commission
Salem, Oregon

Date Jul. 23, 19 69

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 460 days to 590 days, within which to complete our Contract No. 7089, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Aug. 13, 1968 to Sep. 3, 1968 - Scrapers unable to work.
Mar. 22, 1969 to Jul. 31, 1969*- P.A. No. 10 changed Roadway Illumination and Traffic Signal Installation - Balance of changed materials expected on job end of this month*.
Other Price Agreement changes and quantity overruns caused planting to be re-scheduled to the Fall of 1969. Other delays were due to problems with utilities and other State agencies.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Lloyd Babler, President

CONSENT OF SURETY

Date July 25, 1969, 19

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

G. P. Dinneen Attorney-in-fact

(SEAL)

G. P. Dinneen Resident Agent

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 23, 1970

SUBJECT: Milwaukie-Harmony Road Section
Contract No. 7089
Request for Time Extension

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Babler Bros., Inc. has requested a 130-day time extension on this project because of grading delay during August, 1968 rains, Price Agreement No. 10 illumination changes, and other changes causing landscaping to carry over to the fall 1969 planting season. The contractor's request was rather poorly prepared in my opinion and before the main work was completed. The Division returned it to the Resident twice for more analysis and still had trouble properly evaluating the reasons, hence the delay to this time.

Actually, stop work orders over the Labor Day holiday and to delay planting until the fall season have held the liquidated damages to 89 days to date. This is expected to be the extent of the liquidated damages as the project should be completed during the current winter dormant period. Attached is a list showing the accumulation of time, and a chart of major items progress.

This contract is unusual in that it includes landscape development along with what was primarily a grading, paving and structures project. The time control on this project would have been better expressed with two dates, with a second phase added to account for the landscaping work. The landscaping turns out to be the control on the time since September 5. Three significant Price Agreements are pertinent to this time extension.

Price Agreement No. 6 covers an overrun in excavation which ultimately amounted to some 36,000 cubic yards (or 7 percent of the bid quantity). This had to be secured as borrow from outside the right of way and the quantity alone at the contractor's average rate of production of 4,000 yards per workday will justify 12 calendar days. The need for this material was complicated by some cross haul within the project to make the best use of some gravelly material taken from below grade for selected use in backfilling some foundation excavation areas. This double handling and the additional haul involved justifies an additional 6 days (occurring between June 25 and July 15, 1968). Though the quantity and related time for this reason are comparatively minor, they are very significant in the overall perspective. Unusual late summer rains interferred so that the grading at the end of the 1968 season was about 93 percent complete, leaving 7 percent carried over, which is just the overrun quantity.

Telephone approval from Mr. Jackson at 2 p.m. 2-5-70

Price Agreement No. 10 covered an extensive change in the roadway illumination and signalization. This Price Agreement evolved after two changes in the poles and bases and the approved Price Agreement was released March 17, 1969. The 460 calendar workdays allowed on the project elapsed by July 23. The acquisition of the steel poles requires several months and the first poles were received on the project July 23, the same day the original contract time had elapsed. The paving was completed on August 1, so about that time the signal and illumination work controlled the completion (except for the landscaping which could not resume until fall anyway). I would recommend 22 days for the Price Agreement No. 10 illumination change and would allot this time to the period from August 10 to September 5 (with 3 days deducted for a stop work order over Labor Day).

Price Agreement No. 5 covered a substantial addition to the landscaping and sprinkler system work. It extended the landscaping area on northerly along the existing Pacific Highway East. Since for other reasons (including Price Agreement No. 6 excavation overrun) the project could not be completed to a stage where the landscaping could be performed in the spring planting season of 1969, it had to wait for the fall planting season and was all the wo rk left to do after the illumination was finished in early September. The landscaping added by Price Agreement No. 5 in itself would obviously justify substantial time. The delaying effect of the grading overrun affects the original contract landscaping also. I would therefore recommend the remaining 49 days which have been charged from October 12 to the end of November for the landscaping changes.

To summarize, we recommend an 89-day extension derived as follows:

Grading Overrun and related changes, PA 6	18 days
Signal and illumination changes, PA 10	22 days
Landscaping changes and effect of other delays	49 days

Liquidated damages accrue at the rate of $300 per day and have been assessed in the amount of $26,700. This is an Urban Secondary project and requires Bureau of Public Roads concurrence. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
JAN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

Agenda file

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 2, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon US 271(8), Contract No. 7089
Milwaukie-Harmony Road Section
Clackamas Highway
Grading, Paving, Structures, and Traffic Control Devices

Your January 26 letter requested our concurrence in an 89 day extension of time on the subject contract.

The extension of time has been adequately supported and is approved.

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-103—OK

RECEIVED
FEB 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 6-11

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 1/13/70
Contingent upon modification of project agreement if additional funds are required

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

BY [signature] Dist. Engineer 6

TITLE

DATE January 26, 1970

Project Name Milwaukie-Harmony Rd. Intech. Sect.

Highway Clackamas

County Clackamas

Contractor Babler Bros. Inc.

Address 4617 S.E. Milwaukie Ave., Portland, Oregon 97202

Contract 7089 BUREAU OF PUBLIC ROADS

Prefix 103-1095

F. A. Project No. US-271 (8)

Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair roadway earth slopes and restore landscape plantings as required.

Location by station numbers:

(1) Lt. L116-L118

(2) Throughout project as required.

Estimate of quantities and cost:

Labor: $600.
Equipment: 900.
Material : 3,500. (Quarry Run Rock)
Total: $5,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Roadway slopes, consisting of Sandy-Silt material, have slumped and slid out. This is due to saturation from recent heavy rains. Landscape plantings will require restoration in some areas. Payment for work as per OSHD & AGC agreement and contract specifications. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,538,272.93
Present estimate of project cost, including $5,000.00 for work under this order	$3,634,683.00
Expected under-run / over-run amount	$96,410.00
Expected under-run / over-run per cent	2.72%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] for Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved [signature] Deputy State Highway Engineer / Assistant State Highway Engineer-Operation / for Construction Engineer

State Printing

Rec'd St. Hwy. Dept. 2-9-70

RECEIVED
JAN 27 1970
FOR FILING
US-271(8)
7089

January 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Milwaukie-Harmony Road Section, Contract No. 7089
FAP US-271(8)

The contractor on this project has requested a 130-day time extension because of grading delay during August 1968 rains, illumination changes, and other changes causing landscaping to carry over to the 1969 fall planting season.

Actually, stop work orders over the Labor Day holiday and to delay planting until the 1969 fall season have held the liquidated damages to 89 days to date. This is expected to be the extent of the liquidated damages as the project should be completed during the current winter dormant period. Attached is a list showing the accumulation of time and a chart of major items progress.

This contract is unusual in that it includes landscape development along with what was primarily a grading, paving and structures project. The landscaping turns out to be the control on the time since September 5. Three significant price agreements are pertinent to this time extension.

Price Agreement No. 6 covered an overrun in excavation which ultimately amounted to 36,000 cubic yards (or 7 percent of the bid quantity). This had to be secured as borrow from outside the right-of-way and the quantity alone at the contractor's average rate of production of 4,000 yards per workday will justify 12 calendar days. The need for this material was complicated by some cross haul within the project to make the best use of some gravelly material taken from below grade for selected use in backfilling some foundation excavation areas. This double handling and the additional

haul involved justifies an additional 6 days (occurring between June 25 and July 15, 1968). Though the quantity and related time for this reason are comparatively minor, they are very significant in the overall perspective. Unusual late summer rains interfered so that the grading at the end of the 1968 season was about 93 percent complete, leaving 7 percent carried over, which is the overrun quantity.

Price Agreement No. 10 covered an extensive change in the roadway illumination and signalization. This price agreement evolved after two changes in the poles and bases and the approved price agreement was released March 17, 1969. The 460 calendar workdays allowed on the project elapsed by July 23. The acquisition of the steel poles requires several months and the first poles were received on the project July 23, the same day the original contract time had elapsed. The paving was completed on August 1 so, at that time, the signal and illumination work controlled the completion (except for the landscaping which could not resume until fall). We recommend 22 days extension for the Price Agreement No. 10 illumination change and would allot this time to the period from August 10 to September 5 (with 3 days deducted for a stop work order over Labor Day). The project has been open to traffic since August 27, 1969.

Price Agreement No. 5 covered a substantial addition to the landscaping and sprinkler system work. It extended the landscaping area on northerly along the existing Pacific Highway East. Since, for other reasons (including Price Agreement No. 6 excavation overrun), the project could not be completed to a stage where the landscaping could be performed in the spring planting season of 1969, it had to wait for the fall planting season and was the only work left to do after the illumination was finished in early September. The landscaping added by Price Agreement No. 5 in itself would obviously justify substantial time. The delaying effect of the grading overrun also affects the original contract landscaping. We therefore recommend extension for the remaining 49 days which have been charged from October 12 to the end of November because of the landscaping work changes.

To summarize, we recommend an 89-day extension derived as follows:

Grading Overrun and related changes, PA 6	18 days
Signal and illumination changes, PA 10	22 days
Landscaping changes and effect of other delays	49 days

Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
F. D. Morgan

JAB:fw srb

Atts.

CONTRACT NO. 7089
MILWAUKIE-HARMONY ROAD INTERCHANGE
CONTRACTOR: BABLER BROS., INC.
SPECIFIED COMPLETION: 460 Calendar Workdays

CLACKAMAS COUNTY
CLACKAMAS HIGHWAY
CONTRACT AMOUNT: $3,045,336.50

Bids Received: 9-28-67
Contract Awarded: 10-2-67
Work Started: 10-8-67
Calendar Workday Count Started 10-20-67

		CWD	Cumulative
10-20-67			
11-30-67		42	42
12-1-67	Winter No Count		
2-29-68		-	42
3-1-68			
11-30-68		275	317
12-1-68	Winter No Count		
2-28-69		-	317
3-1-69			
6-28, 29:	Stop work, wet conditions; 2 days		
7-23-69	460 days allowed expired		
8-27-69	Opened to traffic		
8-30 - 9-2	Stop work, holiday traffic; 3 days		
9-5 - 10-12:	Stop work, unsuitable for planting; 38 days		
11-30-69		232	549
12-1-69	Begin winter no count	-	549
	Specified CWD		460
Status until	CWD Overrun		89
3-1-70	Penalty ($300/day)		$26,700.00

Winter & Spring, limited grading possible, wet conditions

Rain interrupt, limited production in grading

August 13-Aug. 27, 11 days Rain

No grading Aug. 13-Aug. 30

Rain, No grading Sept. 13-19

Structures Complete

7-23-69, 460 Days Contract Time Expired

8-27-69, 495 Days Engineer's Estimate

9-4-69, 500 Days Work complete except Planting

Est. Date Completion Nov. 15, 1969 543 Days

Grading

Drainage

Overall Contract

Surfacing

Signals & Illum.

1" paving

Planting

Specifications Do Not Allow Planting During This Period.

Milwaukie - Harmony Sec.
Clackamas Hwy.
Contr. No 7059
Sept, 1969

1967 — 1968 — 1969

SEPT. OCT. NOV. DEC. JAN FEB MAR. APR MAY JUNE JULY AUG SEP. OCT. NOV. DEC JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV.

RECEIVED
JAN 22 1970

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 14, 1970

US-271(8)
11 49

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Contract 7089
Prefix 103-1095
FAP US-271(8)

Dear Sir:

All work, with exception of the establishment period, under Contract No. 7089, Milwaukie-Harmony Road Interchange Section of the Clackamas Highway in Clackamas County, was completed on January 6, 1970.

The estimated end of the establishment period date for the roadside improvement contract work is October 15, 1970.

In the interest of expediting contractor payments, we request that your office inspect all contract work with exception of the remaining establishment period work and return two signed copies of this letter indicating acceptance or listing below any conditions or items of the contract which would prevent your limited acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
for F. D. Morgan
Construction Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 1-19-70

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Conditions noted on above date:

The project was inspected on 1-9-70 and found to be complete in accordance with the contract with the exception of establishment period. Final acceptance will be detained until after 10-15-70.

for R. E. Simpson
Division Engineer

VG:fw
cc Forrest Cooper
F. D. Morgan

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 1/22/70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE January 9, 1970

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

21 JAN 1970 69
U. S. BUREAU OF PUBLIC ROADS

Project Name Milwaukie-Harmony Rd. Intchg. ~~Section~~ Date
Highway Clackamas Contract No. 7089
County Clackamas Prefix 103-1095
Contractor Babler Bros., Inc. F. A. Project No. US 271 (8)
Address 4617 S.E. Milwaukie Ave., Portland, Oregon Order No. 8 (Supplement #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
1. Install permanent barricade as per p. 263 of "Uniform Traffic Control Devices" manual.
2. Install Y-2 reflector delineators on rails of Br. #9669 and #9670.

NOTED
F. B. KLABOE

Location by station numbers:
1. "Cs" 93+50 Rt.
2. "B2" 94+80 - B2 102+30
   "A2" 91+00 - A2 92+72

Estimate of quantities and cost:

Materials	219.91 + 15%	=	$252.90
Labor	198.19 + 20%	=	237.83
Equipment	48.90 + 15%	=	56.24
		Total	546.97
	Approved on E.W.O. #8		350.00
	Additional Required		196.97

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions were made in Contract Bid Schedule for these items which are needed as vehicle protective measures. Work has been completed. Work was performed in accordance with O.S.H.D. "Standard Specifications for Highway Construction (1964) and supplements thereto. Payment rates as per AGC - State Agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,538,272.93
Present estimate of project cost, including $196.97 for work under this order	$3,625,260.42
Expected ~~under-run~~ over-run amount	$86,987.49
Expected ~~under-run~~ over-run per cent	2.46

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne — Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... for Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

1-23-70

RECEIVED
DEC 31 1969

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

US-271(8)
1084

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 24, 1969

In reply refer to: 08-35-DA

SUBJECT: Oregon Project US 271(8)
Unsatisfactory Work Progress

Inspection Report No. 14 on subject project indicates unsatisfactory progress of work. It is understood, however, that a time extension is pending on this project.

12-30-69

REFERRED TO

By Asst. State Hwy. Engr.

Milwaukie-Harmony Road Interchange Section,
Clackamas Highway - Contract No. 7089

RECEIVED
DEC 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 10 1969
OREGON

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97380

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe, Asst. Hwy. Engr.

DATE: September 9, 1969

In reply refer to: 08-35-DB

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

Copy to Edwards
9-12-69

SUBJECT: Oregon Project US-271(8)
Statewide Inspection-In-Depth
Asphaltic Concrete Paving

Enclosed are two copies of the inspection report written on the above subject.

No major deficiencies were found. The finished product on the project inspected was of excellent quality.

Enclosure

RECEIVED
SEP 10 1969
By Asst. State Hwy. Engr.

Parker
9-15-69

NOTED
F. B. KLABOE

RECEIVED
SEP 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Tom Edwards)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

Renz, Area Engr — Christianson, Area Engr

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

js

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Clackamas	US-271(8)

DATE OF INSPECTION	PHASE(S) INSPECTED	REPORT OR CONTROL NUMBER
7-15-69	Asphaltic Concrete Paving (Phase 3)	35-69-EID(3)9

INSPECTION MADE BY	IN COMPANY WITH
L. P. Renz, Area Engineer and J. Biddiscombe, Hwy Engr Trainee	C. T. Christianson, Area Engr, BPR, Maurice Payne, Res Engr, OSHD and M. D. Glenn, Mat'ls Testing Engr, OSHD

REPORT PREPARED BY: J. F. Biddiscombe

CONTRACT AMOUNT: $3,045,336.50

CONTRACTOR (Name and address): Babler Bros, Redmond, Oregon

TIME ELAPSED: 97 %

WORK COMPLETED: 82 %

PROGRESS OF WORK: Unsatisfactory

QUALITY OF WORK: Satisfactory

LOCATION: Milwaukie - Harmony Road Interchange, Clackamas Highway

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION
CLACKAMAS HIGHWAY
Grading, Paving, Structures, and Traffic Control Devices

Inspection Time - 12 manhours
Driving Time - 6 manhours
Writeup Time - 2 manhours

1. SCOPE OF INSPECTION:

This is the first inspection on a Statewide Inspection-in-depth on the above phase. The inspection included a review of procedures for documentation of paving items and other office records, observation of the contractor's operation, and observation of the State's method of inspection and quality control.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN:

Project records and documentation were considered adequate and were being maintained on a current basis. It was noted that the office files were very neat and orderly.

No problems or deficiencies were noted with regard to the contractor's operation. The plant was fully automatic and had an experienced

(more)

operator. The hauling equipment, laydown machine and rollers were clean and well maintained. The rolling operation was adequate although it was noted that the project personnel had not checked roller weights and tire pressures.

Since this inspection was made towards the completion of this particular phase, it was not possible to inspect the preparation of the roadbed prior to laydown or the laydown pattern. It was noted that segregation was evident in the plantmix bituminous base in several areas still exposed. The project personnel indicated that there was segregation in the main traffic lanes as well but to a lesser degree. The final measurements of layer depths checked closely with the designed depths.

In general the paving operation was excellent and the riding qualities of the finished product were excellent. There are no recommendations or actions taken with regard to this particular inspection.

An approved guideline was used as an aid in performing this inspection and is attached to the Division Office file copy of this inspection report.

RECEIVED
SEP 5 - 1969
FOR FILING
L-2711(F)
1177

September 5, 1969

The Honorable Wendell Wyatt
Member of Congress
House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your August 26 inquiry concerning the right-of-way acquisition from Mrs. Jacob Vaets of Milwaukie.

The property was required for the modernization of the Cascade Highway between Milwaukie and Clackamas rather than for I-205. I find that attempts to negotiate a settlement were not successful, and it was necessary to file a condemnation action in November 1965. The case was tried and judgment entered in August 1967, with Mr. and Mrs. Vaets being represented by Attorney Stanley Mitchell of Oregon City.

The State's value as alleged in the complaint was $21,050, whereas Mr. and Mrs. Vaets sought $48,000, and two appraisers testified to higher figures. The verdict was $26,000, which obviously was a disappointment to the property owners. However, no appeal was filed.

Mrs. Vaets harvested the berry crop in 1968 but was advised that in 1969, with the construction contract awarded in May, it would not be possible to harvest it again.

As far as I can determine, the property owners were represented by competent counsel and received compensation as determined by jury. As I said before, I believe they were somewhat disappointed in the verdict, but I can offer or know of no other remedy that is available.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
T. B. Klaboe
V. D. Wolfe
D. H. Moehring
L. W. Rulien

DHM:jp/RLP:ms sr

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

August 29, 1969

NOTED
R. L. PORTER

SUBJECT: Draft Reply
Letter from Wendell Wyatt
File 37405 [L4767] - Vaetz
Lake Road - Oregon City
Section
Cascade Highway
Clackamas County

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Attached is a draft of a reply to Congressman Wyatt's August 26, 1969, letter addressed to Mr. Cooper concerning a Highway Division taking of the Jacob Vaetz property in Clackamas County.

D. H. MOEHRING
Right of Way Engineer

DHM:JP
Attachments
cc G. E. Rohde

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

-9278

August 26, 1969

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

RECEIVED
AUG 29 1969
LEGAL & RIGHT OF WAY

Dear Forrest:

Enclosed is an inter-office memorandum submitted by Mrs. Virginia Hedges, one of my assistants in Oregon. You will note it involves a Mrs. Jacob Vaetz of Milwaukie, Oregon, who expresses her very bitter objection to the practices used for condemning private property for right-of-ways and especially the low prices paid.

It would be helpful if you could give me a report on her particular case, along with any comments thereon.

Thank you so much for your cooperation, Forrest.

Sincerely yours,

WENDELL WYATT
Member of Congress

WW/t
Enc.

RECEIVED
AUG 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WENDELL WYATT
First District
OREGON

[illegible]

[illegible] MCLOUGHLIN BLVD.
MILWAUKIE, OREGON

COMMITTEE
INTERIOR AND INSULAR AFFAIRS

[illegible]

Congress of the United States
House of Representatives
Washington, D.C.

8/22/69

MEMO TO: Stan

FROM: Virginia

RE: Opinion from Mrs. Jacob Vaetz, 7915 S.E. Lake Rd., Milwaukie

Mrs, Vaetz called to express her very bitter objections to the practices used for condemning private property for highway right-of-ways, and especially the low prices paid. She and her husband own property near Lake Road & 82nd which was taken for the new I205 construction, and the State Highway Commission not only took a good part of their land, on which they had been growing berries, but the contractors destroyed the crop unnecessarily right before it was ready to be harvested and then did nothing further for weeks when they could easily have allowed the owners to harvest it. They also destroyed a well on the property without giving compensation, and they allowed only $500 for a house which Mrs. Vaetz says was worth many times more.

She realizes this matter is the responsibility of the State Highway Commission, but she thinks the federal government should require just and fair compensation for private property which must be ~~xxxxxx~~ condemned since it puts up a good share of the funds for interstate highway construction. She says she supported WW before but may not again unless he tries to do something to protect private citizens in cases such as this. She and her husband tried to talk to McCall about the matter when they couldn't get anywhere with the Highway Commission, but she said they couldn't get past a secretary, and this made them very mad.

Original memo returned to Wendell Wyatt, 9-5-69.

Form [illegible]

RECEIVED
SEP 22 1969
OFFICE OF
[illegible] ENGINEER
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement if additional
funds are required.
Date 2 AUG 1969 By [signature]
Title [illegible]
U.S. Bureau of Public Roads

Project Name Milwaukie-Harmony Rd. Intchg. Str. Date August 22, 1969

Highway Clackamas Contract No. 7089

County 7046 Clackamas Prefix 103-1095

Contractor ~~Babler~~ Bros., Inc. F. A. Project No. US - 271(8)

Address 4617 S.E. Milwaukie Ave., Portland, Org. Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Install permanent barricade as per p. 263 of "Uniform Traffic Control Devices" manual.
2. Install Y-2 reflector delineators on rails of Br. #9669 and #9670.

Location by station numbers:

1. "Cs" 93+50 Rt.
2. "B2" 94+80 - B2 102+30
   "A2" 91+00 - A2 92+72

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$200.00
Labor	100.00
Equipment	50.00
TOTAL	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions were made in Contract Bid Schedule for these items which are needed as vehicle protective measures. Work has not commenced. Work will be performed in accordance with O.S.H.D. "Standard Specifications for Highway Construction" and supplements thereto. Payment rates as per AGC - State Agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,538,272.93
Present estimate of project cost, including $350. for work under this order	$3,573,272.93
Expected ~~under-run~~ over-run amount	$35,000.
Expected ~~under-run~~ over-run per cent	1.0%

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne — Maurice D. Payne, Resident Engineer

Approval Recommended: [signature] — Division Engineer

Approval Recommended: [signature] — Construction Engineer or Bridge Engineer

Approved: [signature] for 9-15-69
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ Construction ~~Office~~ Engineer

State Printing

Form E-208—6M

RECEIVED
AUG 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTME...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon project agreem... funds are ... Date ... Dist. Engineer
U.S. Bureau of Public Roads

Project Name Milwaukie-Harmony Rd. Intercg. Date August 13, 1969

Highway Clackamas Contract No. 7089

County Clackamas Prefix 103-1095

Contractor Babler Bros., Inc. F. A. Project No. US-271(8)

Address 4617 S. E. Milwaukie Ave., Portland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reconnect existing Traffic Loop Detectors to existing Traffic Signal Controller Cabinet.

NOTED
F. B. KLABOE

Location by station numbers: 99E 360- 99E 363+50 Rt.
Southbound Loop detector at Sta. 99E 363+50.
North Bound loop detector at Sta. 99E 360+00
Controller Cabinet at Sta. 99E 361+25

Estimate of quantities and cost:				
Equipment:	$480.00 + 15%	=	$	552.00
Labor	220.00 + 20%	=		264.00
Materials	200.00 + 15%	=		230.00
	TOTAL			$1,046.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The conduit and wiring between 99E loop detectors and controller cabinet had to be removed, during the grading work and surfacing operations adjacent to 99E. It is now necessary to reconnect detectors to signal system. No provisions were made in the contract for the work. All work to be performed in accordance with Standard Specifications for Highway Construction 1964 and specifications under this contract. Payment rates as per A.G.C.-State Agreement. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,538,272.93	
Present estimate of project cost, including $1,046.00 for work under this order	$3,573,272.93	
Expected [over-run] amount	$35,000.00	
Expected [over-run] per cent	1	

Submitted by: /s/ Maurice D. Payne
Maurice D. Payne, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: /s/ D. H. Haller, Jr. Asst. Division Engineer

Approved: /s/ F. D. Morgan 8-29-69 [illegible] Assistant State Highway Engineer

SP*23577-734

Form E-205—8M

RECEIVED
AUG 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE CO

G-1P ($200.00) (Item 1 & 2)
G-1N ($300.00) (Item 3)

Contingent upon modification of project agreement if additional funds are

Date AUG 1969

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

U.S. Bureau of Public Roads

Project Name Milwaukie-Harmony Rd. Intchg. Date July 22, 19 69

Highway Clackamas Contract No. 7089

County Clackamas Prefix 103-1095

Contractor Babler Bros., Inc. F. A. Project No. US-271(8)

Address 4617 SE Milwaukie Ave., Portland, Oregon 97202 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Adjust Median Barrier
2. Correct "U" bolt fastening to sign pole arm (Sign #10)
3. Reduce length of Metal sign pole (Sign #9)

orig. to Morgan
cc to Skoog
8-18-69

Location by station numbers:

1. Median Barrier, L125 - L 126
2. Sign #10, Lt. Sta. L2 100+98 on Str. No. 9668
3. Sign #9, Lt. Sta. "Cn" 96+50

Estimate of quantities and cost:

1.		2.		3.	
Equipment:	$ 50.00	Equipment	$25.00	Equipment	$100.00
Labor :	50.00	Labor	25.00	Labor	160.00
Materials:	50.00			Materials	40.00
	$150.00		$50.00		$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

1. The median barrier posts had been installed as per plans when it was found that an addititional 100' of storage area, for left turn refuge, was highly desirable.
2. "U" bolt fasteners do not grip pole arm sufficiently to prevent rotation of sign bracket.
3. Sign pole fabricated two feet too long due to an error in the Resident Engineers verified length. Rates as per AGC-State agreement. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,538,272.93	
Present estimate of project cost, including $ 500.00 for work under this order	$3,573,272.93	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer

Approval Recommended: /s/ D. H. Haller, Jr.
Asst. Division Engineer

Approved: /s/ F. D. Morgan
Construction Engineer

SP*23577-734

RECEIVED
JUL 23 1969
FOR FILING

I-5-71(8)
7C 69

July 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding four copies of estimate as a basis for modified project agreement to remove item previously retained in program status for the Milwaukie-Harmony Road Interchange Section, Project No. US-271(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Oregon State Highway Department

Federal-Aid
Project No. US-271(8)

MILWAUKIE-HARMONY ROAD INTERCHANGE SECTION OF THE

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Revised project agreement estimate to remove item previously retained in program status.

Salem, Oregon, July 14, 1969

Type Code 6201
Curve and Pave (Sta. 100 + 33.31 to 204 + 50)(Contract 7089)

Clearing and Grubbing	All Required (80%)			$113,883.20
Ditch Excavation, Unclassified	245	cu.yd.	$ 3.00	735.00
General Excavation, Unclassified	178,400	cu.yd.	0.58	103,472.00
Embankment Foundation Excavation, Unclassified	38,000	cu.yd.	1.50	57,000.00
Overhaul	336,500	C-yd.Sta.	0.28	94,220.00
Finishing Roadbed and Slopes	All Required (80%)			16,000.00
Rounding Cutbanks	3,000	lin.ft.	0.25	750.00
Trench Excavation	7,240	cu.yd.	3.00	21,720.00
Special Backfill in Drains	230	cu.yd.	7.00	1,610.00
Hauling and Placing Peat Soil	18,100	cu.yd.	1.00	18,100.00
Watering	2,200	M-gal.	3.00	6,600.00
Obliteration of Roadway	290	sq.yd.	1.00	290.00
Pavement Replacement	360	lin.ft.	4.00	1,440.00
Sand Subbase	32,600	ton	1.75	57,050.00
3/4" - 0 Material in Base	3,510	ton	2.40	8,424.00
Plant-Mix Stone Base	71,800	ton	2.20	157,960.00
Bituminous Base Mixture	32,700	ton	4.00	130,800.00
Asphalt in Bituminous Base Mixture	1,470	ton	28.00	41,160.00
3/4" - 0 Aggregate in Prime Coat	975	cu.yd.	5.00	4,875.00
RC-250 Asphalt in Prime Coat	152	ton	45.00	6,840.00
Asphalt in Tack Coat	2	ton	100.00	200.00
Class "B" Asphalt Concrete Mixture	30,250	ton	4.00	121,000.00
Asphalt in Mixture	1,670	ton	28.00	46,760.00
12-inch Reinforced Concrete Bridge End Panels	900	sq. yd.	12.50	11,250.00
15-inch Paved Culvert End slopes	2	only	150.00	300.00
18-inch Paved Culvert End Slopes	5	only	150.00	750.00
24-inch Paved Culvert End Slopes	1	only	200.00	200.00
Class "A" Concrete in Walls	55	cu.yd.	90.00	4,950.00
Reinforcement in Walls	3,900	lbs.	0.15	585.00
12-inch Culvert Pipe	790	lin.ft.	3.75	2,962.50

15-inch Culvert Pipe	800	lin.ft.	4.50	$ 3,600.00
18-inch Culvert Pipe	900	lin.ft.	7.00	6,300.00
24-inch Culvert Pipe	400	lin.ft.	9.00	3,600.00
36-inch Culvert Pipe	90	lin.ft.	25.00	2,250.00
8-inch Storm Sewer Pipe	1,560	lin.ft.	3.25	5,070.00
10-inch Storm Sewer Pipe	730	lin.ft.	3.35	2,445.50
12-inch Storm Sewer Pipe	3,400	lin.ft.	3.60	12,240.00
15-inch Storm Sewer Pipe	180	lin.ft.	4.75	855.00
18-inch Storm Sewer Pipe	1,110	lin.ft.	6.25	6,937.50
24-inch Storm Sewer Pipe	570	lin.ft.	9.25	5,272.50
36-inch Storm Sewer Pipe	190	lin.ft.	16.00	3,040.00
8-inch Sanitary Sewer Pipe	700	lin.ft.	3.25	2,275.00
12-inch Sanitary Sewer Pipe	25	lin.ft.	7.00	175.00
24-inch Sanitary Sewer Pipe	1,200	lin.ft.	12.25	14,700.00
6-inch Drain Pipe	650	lin.ft.	2.25	1,462.50
8-inch Drain Pipe	1,710	lin.ft.	2.50	4,275.00
8-inch Mortar Lined and Coated Steel Pipe	330	lin.ft.	6.00	1,980.00
10-inch Mortar Lined and Coated Steel Pipe	290	lin.ft.	9.00	2,610.00
Extra for Pipe Under Railroad	All Required			5,000.00
Metal Bin Type Wall, Station "CN" 90+00	All Required			8,000.00
Vertical Alternate Flashing Beacon	3	only	1,000.00	3,000.00
Concrete Manholes, 6 feet or Less Deep	14	only	300.00	4,200.00
Concrete Manholes, 6 to 12 Feet Deep	11	only	410.00	4,510.00
Concrete Manholes, over 12 feet deep	6	only	500.00	3,000.00
Concrete Slope Protectors	1	only	260.00	260.00
Concrete Inlets, Type "G-1"	32	only	140.00	4,480.00
Concrete Inlets, Type "CG-1"	22	only	140.00	3,080.00
Concrete Inlets, Type "G-2"	2	only	175.00	350.00
Concrete Inlets, Type "G-2M"	10	only	175.00	1,750.00
Concrete Inlets, Type Special "G-2M"	8	only	325.00	2,600.00
Concrete Inlets, Type "B"	8	only	130.00	1,040.00
Adjusting Manholes	6	only	70.00	420.00
Reconstructing Concrete Manholes	1	only	400.00	400.00
Concrete Curbs	640	cu.yd.	42.00	26,880.00
Concrete End Pieces	3	only	200.00	600.00
Concrete Driveways	110	sq.yd.	8.00	880.00
Concrete Walks	2,600	sq.yd.	5.00	13,000.00
Extra for A.C. Conc. Approaches	22	only	50.00	1,100.00
Extra for A.C. Conc. Curbs	2,100	lin.ft.	1.00	2,100.00
Guide Posts, W-1	60	only	8.00	480.00
Guide Posts, Y-1	10	only	8.00	80.00
Guide Posts, Y-2	60	only	8.00	480.00
Type 1 Guard Rail	370	lin.ft.	2.50	925.00
Type 2 Guard Rail	7,400	lin.ft.	2.70	19,980.00
Median Barrier	3,300	lin.ft.	4.50	14,850.00

Type 2 Barricades	1,900 lin.ft.	$ 4.00	$ 7,600.00
Furnishing Field Laboratory Building	All Required		1,000.00
Roadside Seeding	11 acre	100.00	1,100.00
Roadside Mulching	8 acre	250.00	2,000.00
Grass Seed Mixture	330 lbs.	1.00	330.00
Furnishing and Planting Trees	300 only	12.00	3,600.00
Furnishing and Planting Shrubs, Evergreen and Deciduous	7,300 only	4.40	32,120.00
Furnishing and Planting Rhododendrons and Azaleas	1,530 only	7.50	11,475.00
Furnishing and Planting Vines	52,400 only	0.48	25,152.00
Inorganic Fertilizer, 10-16-8	72 cwt.	10.00	720.00
Organic Fertilizer, 5-3-2	70 cwt.	10.00	700.00
Rhododendron Fertilizer, 8-10-8	5 cwt.	15.00	75.00
Manure Fertilizer	145 cu.yd.	10.00	1,450.00
Mulch	6 acre	1,950.00	11,700.00
1/2-inch Water Pipe	2,100 lin.ft.	0.65	1,365.00
3/4-inch Water Pipe	2,370 lin.ft.	0.70	1,659.00
1-inch Water Pipe	2,600 lin.ft.	0.75	1,950.00
1¼-inch Water Pipe	1,900 lin.ft.	0.95	1,805.00
1½-inch Water Pipe	1,920 lin.ft.	1.10	2,112.00
2-inch Water Pipe	3,570 lin.ft.	1.40	4,998.00
2½-inch Water Pipe	1,200 lin.ft.	2.50	3,000.00
3-inch Water Pipe	1,640 lin.ft.	3.20	5,248.00
½-inch Steel Water Pipe	1,530 lin.ft.	0.70	1,071.00
3/4-inch Steel Water Pipe	210 lin.ft.	0.80	168.00
1¼-inch Steel Water Pipe	50 lin.ft.	1.00	50.00
2-inch Steel Water Pipe	25 lin.ft.	3.00	75.00
2½-inch Gate Valves	3 only	75.00	225.00
2-inch Manual Section Valves	35 only	30.00	1,050.00
3/4-inch Quick-Coupling Hose Valves	60 only	6.00	360.00
1/2-inch Manual Drain Valves	80 only	12.00	960.00
2-inch Vacuum Breaker Valves	2 only	200.00	400.00
Shrubbery Sprinkler Heads	720 only	2.25	1,620.00
Agricultural Rotary Sprinkler Heads	20 only	30.00	600.00
Gravel Backfill for Redwood Trees	135 cu.yd.	6.00	810.00

SIGNING

Sign Support Footings	All Required(78%)		6,240.00
Breakaway Sign Posts	All Required(93%)		4,650.00
Double Sign Supports	All Required		1,000.00
Cantilever Sign Structures	All Required(57%)		6,555.00
Sign Bridge Structure	All Required		15,500.00
Structure Mounts	All Required		1,000.00
Thermoplastic Pavement Markers	3 only	100.00	300.00
Sign Illumination Equipment	All Required(80%)		6,000.00
Painted Wood Sign Posts	All Required(85%)		1,360.00
Type "A" Signs in Place	1,445 sq.ft.	7.00	10,115.00
Type "C", "D" and "R" Signs in Place	656 sq.ft.	4.00	2,624.00
Type "E" Signs in Place	85 sq.ft.	5.00	425.00
Type "P" Signs in Place	39 sq.ft.	6.00	234.00

ILLUMINATION			
Roadway Illumination Installation, Complete	All Required		33,000.00
TRAFFIC SIGNALS			
Traffic Signal Installation, Complete	All Required(89%)		95,675.00
			$1,547,645.70
Flagging	All Required		10,000.00
2 Water Meters	All Required		800.00
Water Usage	All Required		900.00
			$ 11,700.00
		Subtotal	$1,559,345.70
		* 10% Engr. & Cont.	154,934.30
			$1,714,280.00

* Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code 0010
Grading (Sta. 204+50 to Sta. 220+20) (Sta. 222+50 to Sta. 228+00)
(Contract 7089)

Clearing and Grubbing	All Required (20%)		$ 28,470.80
Ditch Excavation, Unclassified	5 cu.yd.	3.00	15.00
General Excavation, Unclassified	359,800 cu.yd.	0.58	208,684.00
Overhaul	6,000 C-yd.Sta.	0.28	1,680.00
Finishing Roadbed and Slopes	All Required (20%)		4,000.00
Rounding Cutbacks	4,300 cu.yd.	0.25	1,075.00
Trench Excavation	960 cu.yd.	3.00	2,880.00
Special Backfill in Drains	20 cu.yd.	7.00	140.00
Watering	2,000 M-gal.	3.00	6,000.00
Sand Subbase	3,000 ton	1.75	5,250.00
3/4" - 0 Material in Base	850 ton	2.40	2,040.00
Plant Mix Stone Base	9,100 ton	2.20	20,020.00
Bituminous Base Mixture	600 ton	4.00	2,400.00
Asphalt in Bituminous Base Mixture	30 ton	28.00	840.00
3/4" - 0 Aggregate in Prime Coat	55 cu.yd.	5.00	275.00
RC-250 Asphalt in Prime Coat	8 ton	45.00	360.00
Class "B" Asphalt Concrete Mixture	1,250 ton	4.00	5,000.00

Asphalt in Mixture	70 ton	28.00	1,960.00
15-inch Paved Culvert End Slopes	2 only	150.00	300.00
18-inch Paved Culvert End Slopes	1 only	150.00	150.00
12-inch Culvert Pipe	40 lin.ft.	3.75	150.00
8-inch Storm Sewer Pipe	400 lin.ft.	3.25	1,300.00
12-inch Storm Sewer Pipe	1,450 lin.ft.	3.60	5,220.00
15-inch Storm Sewer Pipe	300 lin.ft.	4.75	1,425.00
18-inch Storm Sewer Pipe	260 lin.ft.	6.25	1,625.00
6-inch Drain Pipe	20 lin.ft.	2.25	45.00
8-inch Drain Pipe	70 lin.ft.	2.50	175.00
6-inch Asbestos Cement Pressure Pipe	370 lin.ft.	6.00	2,220.00
Concrete Manholes, 6 Feet or Less Deep	6 only	300.00	1,800.00
Concrete Manholes, 6 to 12 Feet Deep	1 only	410.00	410.00
Concrete Slope Protectors	1 only	260.00	260.00
Concrete Inlets, Type "G-1"	12 only	140.00	1,680.00
Concrete Inlets, Type "G-2M"	4 only	175.00	700.00
Concrete Inlets, Type Special "G-2M"	2 only	325.00	650.00
Extra for A.C. Concrete Approaches	2 only	50.00	100.00
Type 1 Guard Rail	800 lin.ft.	2.50	2,000.00
Roadside Seeding	3 acre	100.00	300.00
Roadside Mulching	2 acre	250.00	500.00
Grass Seed Mixture	90 lbs.	1.00	90.00
Inorganic Fertilizer, 10-16-8	20 cwt.	10.00	200.00

SIGNING

Sign Support Footings	All Required (22%)		1,760.00
Breakaway Sign Posts	All Required(7%)		350.00
Joint Use Pole	All Required		2,000.00
Cantilever Sign Structures	All Required (43%)		4,945.00
Sign Illumination Equipment	All Required (20%)		1,500.00
Painted Wood Sign Posts	All Required (15%)		240.00
Type "A" Signs in Place	227 sq.ft.	7.00	1,589.00
Type "C", "D" and "R" Signs in Place	131 sq.ft.	4.00	524.00

TRAFFIC SIGNALS

Traffic Signal Installation, Complete	All Required (11%)		11,825.00
		Subtotal	$337,122.80
		10% Engr. & Cont.	33,712.20
		Total	$370,835.00

Type Code X221
Clackamas Highway O'xing. No. 9668 (Sta. 97+93 to Sta. 102+26)
(Contract No. 7089)

Shoring, Cribbing, etc.	All Required (31%)			$ 9,610.00
Structural Excavation	1,680	cu.yd.	5.00	8,400.00
Structural Excavation Below Elevation Shown	170	cu.yd.	1.00	170.00
Furnish 10BP42 Steel Piling	11,470	lin.ft.	3.40	38,998.00
Drive Steel Piles	206	only	50.00	10,300.00
Splice Steel Piles	52	only	15.00	780.00
Class "A" Concrete, 3300 psi (2,700 cu.yd.)	All Required (56%)			224,000.00
Class "A" Lightweight Concrete, 3,300 psi (130 cu.yd.)	All Required (39%)			13,650.00
Class "A" Concrete 4,000 psi (850 cu.yd.)	All Required (40%)			70,000.00
Reinforcement (1,367,200 lbs.)	All Required (60%)			186,000.00
Metal Parapet Railing, Single Pipe	870	lin.ft.	6.50	5,655.00
Preparation of Slopes	530	sq.yd.	2.00	1,060.00
Concrete Slab Rip Rap	530	sq.yd.	8.00	4,240.00
8-inch Standard Steel Pipe	50	lin.ft.	20.00	1,000.00
8-inch Cast Iron Soil Pipe	95	lin.ft.	10.00	950.00
1-inch Electrical Conduit	260	lin.ft.	1.50	390.00
1¼-inch Electrical Conduit	530	lin.ft.	1.70	901.00
				$576,104.00

Type Code X221
East Connection No. 9669 (Sta.102+32) (Length 504')
(Contract 7089)

Shoring, Cribbing, Etc.	All Required (38%)			$ 11,780.00
Structural Excavation	1,130	cu.yd.	5.00	5,650.00
Structural Excavation Below Elevation Shown	120	cu.yd.	1.00	120.00
Special Wall Backfill	1,600	cu.yd.	3.00	4,800.00
Furnish 10BP42 Steel Piling	7,760	lin.ft.	3.40	26,384.00
Drive Steel Piles	114	only	50.00	5,700.00
Splice Steel Piles	32	only	15.00	480.00
Class "A" Concrete, 3300 psi. (1,580 cu.yd.)	All Required(32%)			128,000.00
Class "A" Lightweight Concrete, 3300 psi. (204 cu.yd.)	All Required (61%)			21,350.00
Class "A" Concrete 4000 psi (390 cu.yd.)	All Required (19%)			33,250.00
Reinforcement (564,200 lbs.)	All Required (25%)			77,500.00
Metal Parapet Railing, Single Pipe	1,490	lin.ft.	6.50	9,685.00
Preparation of Slopes	130	sq.yd.	2.00	260.00
Concrete Slab Rip Rap	130	sq.yd.	8.00	1,040.00
8-inch Standard Steel Pipe	40	lin.ft.	20.00	800.00

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 7029 Ends with: Contract# 7089

FLASH CARDS: Begin Each Contract

Remarks: #7089 continues on reel 135

Reel No. 134 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 13th day of May 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm